



## Secret of a German Industrialist Who Betrayed Nazis

By James M. Markham  
New York Times Service

**BONN** — After World War II, many Germans came forward to proclaim that they had been secretly against the Nazis or had carried out "inner resistance" to Hitler's dictatorship. But Eduard Schulte kept his secret.

Mr. Schulte, a prosperous businessman who until 1943 had directed a German zinc-mining company in Breslau (now Wroclaw in Poland), spent most of the postwar years in Zurich.

In 1956, a year after the death of his first wife, the 65-year-old Mr. Schulte married Dora Jette Kurz, a Jewish woman of Polish parentage who was born in Zurich and ran a boutique there. He died in the Swiss banking capital in 1966, according to Swiss archives.

In recent weeks, U.S. historians have disclosed that Eduard Schulte was the mysterious German industrialist who was long known to have passed to the Allies vital information about Hitler's war plans, including the decision to invade the Soviet Union. In 1942, Mr. Schulte provided intelligence from Hitler's headquarters that the dictator was considering the killing of European Jews using prussic acid.

### Rebels Claim Downing of Angolan Jet

The Associated Press

**LISBON** — Anti-Marxist rebels in Angola asserted Thursday they shot down an Angolan airliner that crashed after takeoff Tuesday, killing all 126 persons aboard.

However, the Angolan national airline, TAAG, said that its plane appeared to have crashed because of a "technical fault."

The rebels said all the passengers were soldiers and therefore the plane was a legitimate target. TAAG said all but two of the passengers were civilians.

The plane, a Boeing 737, crashed just after taking off from the airport at Lubango, Angola, on a regularly scheduled flight to Luanda, the capital.

A statement from the National Union for the Total Independence of Angola, or UNITA, said its "special commandos" destroyed the airliner.

In a communiqué distributed in Lisbon, UNITA said: "A group of special commandos shot down at 1500 local time a Boeing 737 which was transporting rebels and a company of the 3d Motorized Brigade from Lubango to Luanda."

Angola's news agency, ANGOP, denied reports there were military recruits on the plane and said it carried "only two soldiers."

It then quoted a statement released by TAAG which said, "While investigations into the cause of the accident are still underway, all evidence gathered so far points to a technical fault causing the crash."

ANGOP, monitored in Lisbon, said the plane carried 121 passengers and five crew members and all were killed in the crash.

UNITA has waged a bush war against the Marxist government since losing out in a civil war after Angola won independence from Portugal eight years ago. Rebel guerrillas are active in the region where the accident occurred, 460 miles (about 740 kilometers) south-east of Luanda.

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# INTERNATIONAL HERALD TRIBUNE

Published With The New York Times and The Washington Post

## Surrender to 1984

With the surrender of Speaker O'Neill, President Reagan's triumph in Grenada seems complete. The evacuated students kissed U.S. soil and cheered at the White House. Grenadians express relief, even delight. Most Americans not only approve but feel positively invigorated; they are furious at a press that wanted to witness the action or question its premises.

Although 1984 is at hand, hardly anyone dares confront the Orwellian arguments by which this grave action has been justified.

To Save the Students. The testimony that U.S. medical students in Grenada felt endangered comes either from students most frightened by the invasion itself or from officials who need to justify it. Contrary testimony, from the school's management, has been revised under the tutelage of officials who now control the school's assets. No hard evidence has been produced.

But assume, like a delegation of congressmen did, that the students faced a "potential" risk of being harmed or taken hostage. Why would the Marxists who had just seized power from other Marxists want to threaten Americans? The only reason could be to protect themselves from a feared U.S. invasion. The pretext for the invasion, then, was a presumed danger posed by invasion.

Even so great the danger, assume diplomacy failed and a rescue was needed. Could 1,000 troops out have brought the students out fast? Rescue did not require occupation.

To Liberate Grenadians. Many Grenadians surely wanted liberation, and for a decade, from dictators of the right as well as left. If this invasion yields them a more legitimate regime, they will certainly benefit. But that raises a startling new standard of international conduct. No U.S. government ever declared a

policy of invasion to implant democracy in Grenada, or anywhere else. What other people now qualify for benign invasion?

To Stop the Cubans. The fear that Cubans would help Marxists entrench themselves in Grenada and use the island for Cuban-Soviet purposes was the real reason. It was denied at first because the extent and purpose of Cuban involvement were not known in Washington. That the Cubans and the weapons finally counted in Grenada were a danger to the United States is far from proved. If they were, then the motive for invasion was a good bunch — and a quest for evidence to justify invasion.

Cuban aggression to promote "the export of terror" would indeed justify a vigorous response. A great power would have marshaled its diplomatic and economic might to contain the threat. It would look upon force as a desperate last resort. And it would prove its cause for military action instead of hiding behind transparent pretenses.

Without such a record of proof and warning, people around the world who do not automatically assume U.S. virtue are left to conclude that the United States is either a bully or a paragon — quick to attack where it can do so safely or when it feels compelled to demonstrate muscle.

That is why Speaker O'Neill's final judgment may be the most shamefully motivated of all. "Public opinion is what's behind things here," explained one congressman. "Years of frustration were vented by the Grenada invasion. So people feel their frustration relieved, and members of Congress sense that."

So the invasion is finally justified because Americans needed a win, needed to invade someone. Happy 1984.

— THE NEW YORK TIMES



## U.S. Invasion Was Justified and the Danger Real

By Michael D. Barnes

WASHINGTON — When I first learned of the invasion of Grenada, it was not difficult to think of reasons to oppose it. I have been a consistent opponent of the Reagan administration's view that force is a normal way to conduct international relations and ought to be liberally threatened and employed in achieving U.S. interests.

The administration had long been spoiling for a fight, and Grenada was an easy target with no effective military force and a small population that could fit into a football stadium.

There was no consultation with Congress prior to launching the invasion. The president's reasons for the action were the standard pretenses for military intervention: protection of one's nationals; and a "request" from small, highly dependent "allies" whose autonomy was questionable.

A press blackout created the impression that something was going on in the island that the administration wanted to hide. And fear was rampant that the invasion, however successful it might be, presaged what would obviously be a foolhardy and very costly invasion of Nicaragua.

However, I did not oppose the invasion. My decision was to withhold judgment until I knew more of the facts. Just because the Reagan administration thinks the United States should always be willing to use force everywhere does not mean that force should never be used. I was sure that, had I been in the president's shoes, I would not have done the same thing in this case.

On the day of the invasion, I said five questions had to be answered:

First, to the extent that the invasion's purpose was to rescue U.S. citizens, were those actually citizens in danger?

Second, did the United States make any real effort to resolve the problem by means short of war, or was force used as a first resort?

Third, was this action an initiative of the Organization of Eastern Caribbean States, or was the plan hatched in Washington and a multinational force sought later?

Fourth, was consideration given to the cost of the operation, or was this an exercise in machismo that might cost more lives than it saved?

And finally, had the administration thought

about whether it would be possible to institute democratic government in Grenada, or was the United States in danger of having to install and maintain a government itself?

The invitation of Speaker Thomas P. O'Neill to participate in a congressional fact-finding mission to Grenada gave me an opportunity to seek answers to my questions. I have concluded that the president was justified in his action.

I am now convinced that the U.S. citizens of Grenada were either in serious physical danger or certainly had every reason to believe that they were in danger. Every U.S. citizen our delegation met in Grenada confirmed this. Our Foreign Service personnel who were on the island believed our citizens to be in danger, and feared that a hostage situation could develop. None of these officers knew about the invasion in advance, but every one told us that, when they found out about the invasion, their immediate thought was that it was an appropriate and very costly invasion of Nicaragua.

The question of whether force was used as a first or last resort is more complicated. I believe that the United States had made a basic mistake since 1979 in refusing to try to deal with the Bishop government. That was the period during which the United States should have tried to move Mr. Bishop away from Cuba and toward democratic government, as others in the region were trying to do.

Instead, a unilateral policy of trying to isolate Bishop was adopted, which only had the effect of foreclosing, rather than expanding, U.S. options. But once the coup occurred and a state of terror began on the island, it is at least the strong testimony of the four Eastern Caribbean prime ministers with whom we met in Barbados that there were no longer any alternatives to force.

This view is supported by U.S. Foreign Service personnel who were on the island trying to negotiate with General Hudson Austin for the evacuation of the Americans. They reported to us that by the Sunday evening preceding the invasion, they had concluded that General Austin was not negotiating in good faith.

My third question, I have concluded, is academic. I believe that the Organization of Eastern Caribbean States' request was genuine, although I also believe that the United States was prepared to act even before it received a formal invitation from the OECS. Certainly the OECS nations felt they were threatened by the circumstances in Grenada.

Fourth, as to the costs, this was a very risky operation, and we were extremely lucky that our civilians took no casualties in the operation. It could easily have turned into a disaster. However,

having heard the accounts of the State Department officials who were there during the days before the invasion, I have concluded that the president had a reasonable basis for concluding that the costs to our citizens of not going in had the potential to be very high.

There were lives lost, and no human life is insignificant. Particularly regrettable was the bombing of the mental hospital, which I am convinced was a genuine accident.

But both Grenadians and OECS officials went out of their way to praise our troops for their real and largely successful efforts to avoid civilian casualties, often at risk to their own lives. It was a very close call, but it was reasonable, weighing the factors the president had to weigh, to reach the decision that he made.

Finally, history's judgment on this action will depend on our success in withdrawing early and leaving a stable, democratic government behind. Mr. Bishop said in an interview shortly before being deposed, "The Americans may find that it is easy to land in Grenada but not so easy to leave."

There is a danger that the words will be prophetic, because no one in Grenada or its neighboring states is anxious to the United States to leave.

The worst thing we could do would be to look at the intervention as a macho thing — to say, "We're on a roll; let's do it somewhere else." The intervention may represent a military triumph, but it represents even more a failure of diplomacy.

The writer, a Democratic representative from Maryland and chairman of the House subcommittee on Western Hemisphere affairs, contributed this article to The Washington Post.

## Targeting, U.S.-Style

Targeting, according to the Reagan administration and most of Congress, is what Japan does to promote its exports. The term indicates vigorous government support for certain products aimed at foreign competition. It is unfair, according to the U.S. trade negotiators, because the United States does not do it. Of course not.

The Japanese have sometimes observed that the large U.S. defense budget frequently helps pay for the technology that produces highly competitive American exports. U.S. negotiators stiffly reply that, as everyone knows, defense spending has nothing whatever to do with civilian industry.

But before deciding that targeting is an exclusively Japanese custom, look at the rising scale of the Pentagon's support for the development of advanced computers. There is nothing at all wrong with the Pentagon's putting money into computer science. Nor is there anything wrong with its comment that there are large implications for civilian industry, since the point is obvious. What is wrong — and, worse, foolish — is the U.S. habit of saying one thing to Congress to justify the appropriations and the opposite to the Japanese in the trade negotiations.

Last spring the Pentagon's Defense Advanced Research Projects Agency announced

— THE WASHINGTON POST

## Other Opinion

### Rights and Wrongs in Grenada

One thing rings true in President Reagan's justification of the Grenada invasion — his fear that the new radical regime there would make hostages of the thousand Americans who lived on the tiny island.

The one thing that brought down Jimmy Carter's presidency was the Iran hostage situation. It exposed America, rightly or wrongly, as a helpless, pitiful giant. It made Mr. Carter look like a wimp. It was bound to have an effect on his successor, especially as it was probably the most important element in Mr. Reagan's electoral victory.

— The New York (Rhode Island) Daily News.

Even before American troops took over the tiny eastern Caribbean island, there were grounds for questioning the president's repeated insistence that he wants a negotiated settlement with the leftist government of Nicaragua.

In the wake of the Grenada invasion, the suspicion that Reagan wants nothing less than a military victory in Central America becomes a compelling assumption.

— The Sacramento (California) Bee.

All of the pious and self-serving denunciations of press censorship following the invasion of Grenada ignore one important fact: The Pentagon has a growing body of evidence that the media can't be trusted.

— The Detroit News.

### Superpower Burdens of U.S.

Mr. Reagan has allowed the burdens of the superpower to lie too heavily on him. He appears to regard the entire non-Communist world as his protectorate. NATO, however, was not created to police the entire non-Communist world and the ambiguity about when the United States acts as the leader of NATO and when it acts strictly on its own and often ill-judged behalf has itself become a danger to the alliance. Thus the argument is strengthened for a more concerted European defense structure within NATO — a bicameral NATO in which one house may take issue with the other while holding in the same ambition in the maintenance of peace.

Europe would be stronger for a mix of self-reliance (especially now that Mitterrand is heading France back into the machine) and a self-reliant Europe would in turn strengthen and not weaken the alliance. It could hasten — indeed this would be an imperative if the defense of its towns and cities has any meaning — a non-nuclear defense strategy in the central front line, and for the worst case, all the way to the Western approaches. It could observe and deplore American trouble-shooting in the rest of the world — or observe and support, as it saw fit. But it would re-anchor NATO in its fundamental and indeed only purpose, the prevention of war in Europe.

— The Guardian (London).

### FROM OUR NOV. 11 PAGES, 75 AND 50 YEARS AGO

#### 1908: Novel Torpedo Craft

PARIS — M.W.H. Fauber, of Nanterre, who has devoted much time and attention to the development of the hydroplane, or gliding boat, has just completed the designs of a remarkably rapid type of torpedo craft to be built on this principle. Mr. Fauber said: "The torpedo-glider or hydroplane which I have designed after carrying out lengthy experiments with an ordinary boat built on the hydroplane system, will have a speed of forty knots an hour. It can be used as a scout as well as an actual offensive or defensive unit. The craft will be perfectly silent. In a night attack especially, defence would be more difficult against a fleet of these small, swift torpedo boats, which could attack from all directions."

#### 1933: U.S. Stems Dollar Drop

WASHINGTON — The administration was satisfied with the progress of its policy in raise commodity prices through cheapening the dollar, but mealy at the sagging price of bonds, with a resultant tendency to apply the brakes on the overrapid drop of the dollar abroad, due to fixing the domestic gold price above that of world markets. Today's gold operations by the Reconstruction Finance Corp. saw the dollar drop in terms of francs, while it remained steady against the pound. One reason for slowing the depreciation of the dollar is the fear that it will bring abandonment of the tariff truce and cause countries whose currencies are higher than the dollar to invoke a tariff on cheaper American goods.

— The International Herald Tribune.

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— The International Herald Tribune.

1933: U.S. Stems Dollar Drop

NEW YORK — What has become of Ariel Sharon? That is the question often asked by U.S. diplomats who have come to wish for a return of his hawkishness to Israel.

The controversial Israeli general was forced to give up his job as defense minister (but not his position in the cabinet) after the failure of Israeli forces to anticipate the Phalangist attack on Palestinian camps. He was in New York City Wednesday, and since I was one of the few journalists who had called for his resignation without comparing him to Genghis Khan, he invited me to breakfast. Now that Yasser Arafat is making a last stand against Syrian-backed factions of the Palestine Liberation Organization, how does Ariel Sharon feel about his old enemy?

The Bible says, "When your enemy falls do not rejoice," cautions Mr. Sharon, "but not in this case. I don't know any man since the Nazis who has more blood on his hands than the 'moderate' Arafat. His elimination should be regarded as one of the major achievements of the free world, and it would be a mistake to let him live."

U.S. diplomats direct much of their ire at the killing of our marines at Iranians only partly controlled by Syria, and have begun to tilt toward Iraq in its war against Iran. "A mistake," says Mr. Sharon. "You're blaming the Syrians because you still think you can get Syria on your side, even after the humiliations of your diplomats. You can't."

What, then, does he want the United States to do — send in more marines to Lebanon? He shakes his

head; the marines were sent in not at Israel's behest, but to keep him from finishing up the PLO and ending Syrian annexation of the rest of Lebanon. He pulls out a list of actions that he thinks will help the United States and the French to withdraw troops as soon as possible without the ignominy of retreating under fire.

Mr. Sharon's political recommendations to the United States: (a), stop bargaining with Syria over the future of Lebanon; (b), press to implement the Lebanon-Israeli agreement mediated by the United States; (c), demand Syrian withdrawal from Lebanon and if they do not, close the Syrian Embassy in Washington.

His military suggestions: "The United States and French forces and the Lebanese Army — with the assistance of Israel — must regain control of the Chouf Mountains near Beirut. The Lebanese must occupy the Chouf, maybe with symbolic international forces, and with UN observers along the line that Israel held before the redeployment. The multinational force should clean the terrorists out of West Beirut; that you should be under sniper fire when looking for your marines' bodies is intolerable. And the rocket batteries that the Syrians agents near Beirut have moved

into place threatening your positions — destroy them."

Has Israel been too enervated by losses and by last year's media barrage to add its muscle to such a plan? "The image of Israel as too much changes when we have to do. Do not underestimate Israel's willpower."

The question is: For whom does Ariel Sharon speak? His policy looks far better today than it did a year ago, but he is in political limbo.

Is Mr. Sharon merely a loose cannon? The military metaphor appeals to him. "Sometimes the ship, and not the cannon, can be what is loose."

The New York Times

## LETTERS TO THE EDITOR

### Wrong Date at the Pole

I regret a mistake in my article, "Which Arctic Explorer First?" in Thursday's (Nov. 10) issue. The date when P.A. Gordiyenko found himself at the North Pole was April 27, 1948, not 1951. For some reason the Russians have never celebrated this feat.

Aside from a notice that Terence Armstrong, director of the Scott Polar Research Institute, inserted in a scholarly journal, this may be the first public notice given this achievement.

JOHN G. MORRIS.

Paris

### Unsexing the Bible

Regarding "Unsexing the Bible" (IHT, Oct. 21):

The Creation did not end with Michelangelo. I agree that doctoring the Bible to erase all references to Lord, King and He is unsatisfactory, presuming that these and other masculine terms are accurate translations of the original texts (which may be doctored versions of earlier ones). However, you do not address the fundamental problem that has given rise to such efforts as those of this committee — the old image of God is not

## Grenada: A Return to Colonialism?

By William Pfaff

PARIS — The question really reopened by the Grenada affair is that of colonialism. The serious rationale for the U.S. invasion is that the Grenadians had failed to govern themselves responsibly and needed to be rescued from a brutal cabal made up of their own citizens.

But Washington would prefer to present the operation as a dazzling blow to international communism. Thus the United States has emphasized the arms seized in Grenada and the





# RIYADH

A SPECIAL REPORT ON THE SAUDI ARABIAN CAPITAL

FRIDAY, NOVEMBER 11, 1983

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## A Focus Of New National Prestige

RIYADH — Modern Riyadh is as astonishing as Brasilia was when it was constructed in a wilderness plateau deep in Brazil's interior. Like Brasilia, Riyadh is intended by the nation's leadership to symbolize the country's new and future prestige.

However, unlike Brasilia — whose growth has stabilized since it has become firmly established as Brazil's new capital — Riyadh is growing at a hectic pace and is not a city built from the ground up: it has been the royal Saudi capital for 50 years.

Alongside Riyadh's boom-town atmosphere and the vast scale of its bid to become a major Middle Eastern metropolis, a distinct feature of Riyadh is its planners' attempt to graft a modern city onto the old, austere ways of a traditional desert and Islamic capital.

The city's hectic expansion has been driven by the sudden but planned influx of people, both Saudi Arabians and foreigners, into the capital of the oil-rich kingdom.

Symptomatic of the Saudi effort to carry traditional Riyadh into the future is the latest decision by the Planning Committee to undertake a massive renovation of the old city center — a cluster of the Friday mosque, the al-Masmak fortress, the governor's office, the main souks and traditional housing — to make it viable for the coming century.

For years, fearing the disruptive impact of Western ways, Saudi leaders seemed content to leave most foreigners in the kingdom's coastal cities — Jeddah, the Red Sea trading port, and Dhahran, the oil capital in the Eastern Province. Riyadh remained little changed socially from a walled adobe village and conservative citadel.

The need for Western technol-

(Continued on Page 10)



LL Pressphoto/South-Ogier Ltd.



LL Pressphoto/South-Ogier Ltd.

Metamorphosis of a capital: Left, a jet flies over a modern quarter of Riyadh; right, the old citadel and adobe bricks.

## Isolation, Extremes of Desert Life Forge Values of a Conservative Capital

By Laraine Carter

WASHINGTON — No other city in Saudi Arabia has greater symbolic significance than Riyadh, the kingdom's modern capital and the traditional capital of the Nejd, heartland of Arabia.

The Nejd region, the center of Arabia, once was the most remote and inhospitable peninsula on the globe. Nejdites have an elusive charisma. They can claim to be heirs to the purest Arab blood, and, historically, few except the bedouins of north Arabia had the hardness and tenacity to attempt to penetrate the Nejd.

A recent controversy in the Saudi Arabian press pitted the views of "Arab purists" in Riyadh against the more tolerant cosmopolitan opinions

of Jeddah-based contributors who stressed the importance of Islamic solidarity. Whereas the Hejaz, Arabia's Red Sea coast, has been historically exposed to the world's Moslems arriving on pilgrimages, the fierce zeal of the Nejdites has often taken the form of disdaining the Hejaz — and even Islam's holy cities of Mecca and Medina — for practices that the desert zealots considered deviations from the faith, accompanied by foreign influences historically absent from the Nejd.

Nejd means highland. Riyadh is on a sedimentary plateau, the Tuwaiq escarpment, about 500 meters (1,645 feet) above sea level — surrounded by desert but situated in the well-watered confluence of two river beds, the Wadi Hanifa and the

smaller Wadi Batha, a region known in pre-Islamic times as Yamamah. Although Riyadh itself is one of the few fertile localities in the kingdom, the surrounding Nejd desert makes the climate of the city dry. The temperature range is more extreme than anywhere else in the country.

Isolated in the Nejd, Riyadh — amid the rumble of physical change — remains the most conservative of all Moslem cities, a holdover of the austere values that forged modern Saudi Arabia.

The date of birth of what eventually became the monarchy under the house of Saud is 1744, when a chieftain of the Saud family swore a solemn pact with the religious reformer Mohammed ibn Abdul Wahhab to begin the conquest of Arabia under the

banner of the movement *al-dawla al-wahid*, the call to the doctrine of the oneness of God.

The Saudi-Wahhabist coalition, an Arab version of England's Puritan Revolution under Oliver Cromwell, would prove enduring and powerful.

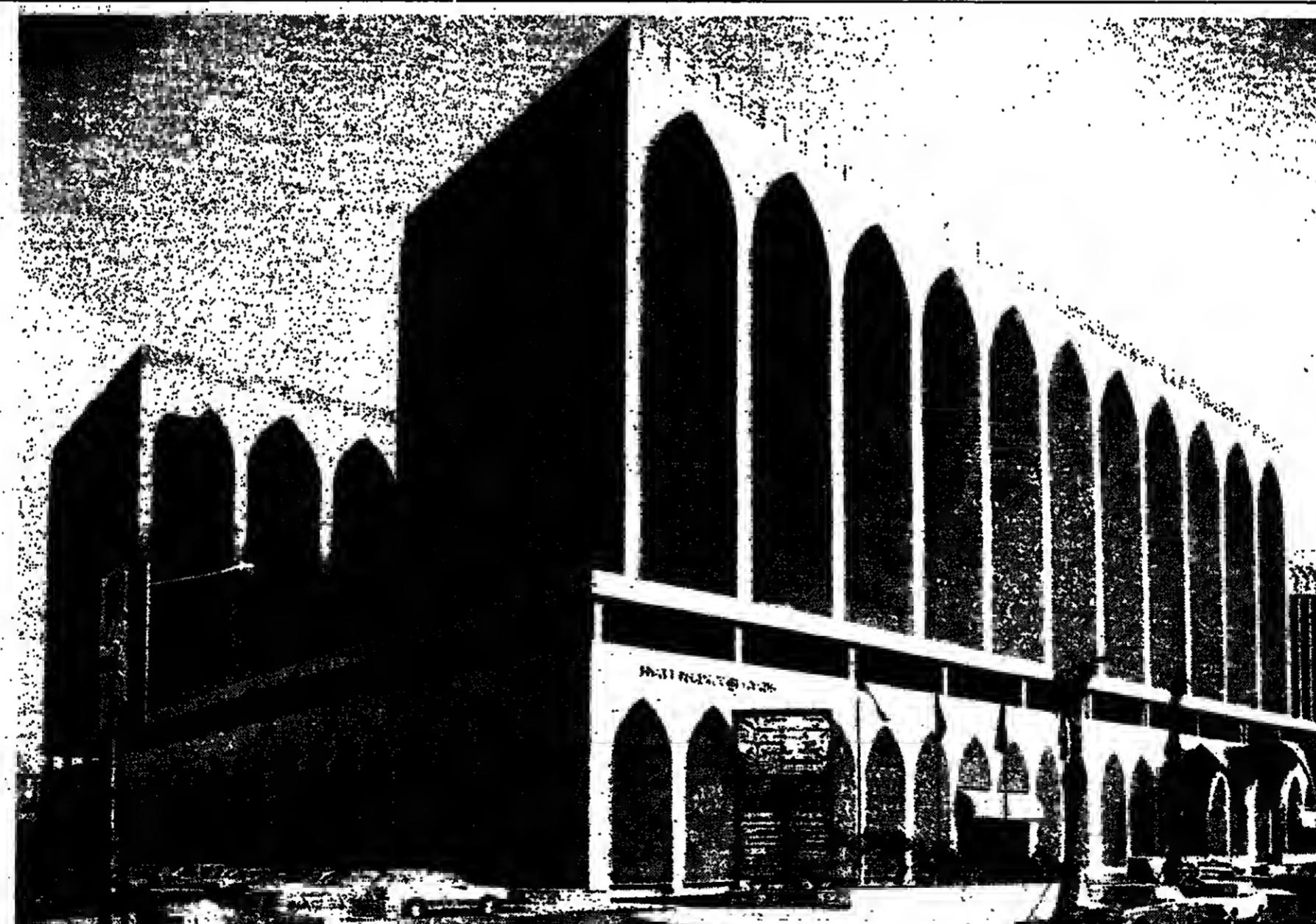
This early Saudi-Wahhabist compact, which included taking the oath the Prophet Mohamed had first used when he established his rule in Medina, fused secular power and religious integrity as the basis for rule in Arabia — a fervor still felt strongly in Riyadh.

The reformer, Abdul Wahhab, was particularly indignant about two practices, *shirk* and *bida*, which he felt departed from Islamic orthodoxy. *Shirk* is the attribution of divine qualities to any-

one but God — praying to saints, a common practice in Arabia then, was an example of *shirk*. In the reformer's view, *shirk* was often related to *bida*, innovations or practices not sanctioned by the Prophet or his followers in the first three centuries of Islam.

This very literal interpretation of Islam underpins the authority of the Saudi dynasty, and the concept of *bida* has, therefore, provided a continuing challenge to the modernization process. Anything not specifically mentioned in early Islamic writings is immediately suspect, and rulers attempting to introduce change have had to seek the approbation of the *ulema*, the religious leaders.

(Continued on Page 13)



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## RIYADH

## \$3.5-Billion King Khaled Airport Combines Space-Age Technology, Saudi Luxury

RIYADH — Passengers arriving at Riyadh's new \$3.5-billion airport will have the impression of entering the kingdom through a modern man-made oasis where nothing existed five years ago.

From the outside, in the desolation of the surrounding desert, the airport resembles a space station, its interlocked triangular panels, mosque dome and control tower forming a futuristic community in the harsh environment.

For deplaning passengers, the effect is closer to a luxury hotel. Crossing jetway bridges into the terminals, passengers will pass through green trees planted in broad marble stairs leading to the immigration area. Sunlight will flood the atrium, with its fountains, from high windows between 72 overlapping triangular tiers that form the roof. The aesthetic effect is meant to project Saudi Arabia's idea of its national prestige and regal style.

Although there is virtually no natural vegetation between the airport and the capital 35 kilometers (21.7 miles) away, the airport has imported a quarter of a million plants and shrubs to create the effect. Intended to be the ceremonial gateway to the kingdom, the airport will be formally dedicated this week as King Khaled International Airport (KKIA) in memory of the late Saudi Arabian king who decreed its construction in 1978. It surpasses even prize-winning Jeddah airport — opened two years ago as King Abdul Aziz International Airport and capable of accommodating 2 million Moslem pilgrims — in demonstrating the grand scale of Saudi Arabia's projects.

KKIA will make Riyadh dramatically more accessible to foreigners. Foreign airlines, for the first time, will be allowed to fly into the capital, previously reserved for Saudia, the national carrier.

The director general of the new airport, Saad M. Tassan, said: "We expect to have eventually 10 international carriers."

Foreign airlines will start operating sooner than most people expected. Within days of the airport's opening, Yemenia (North Yemen's carrier), Gulf Air, Kuwait Airways and Swissair — which will become the first Western airline granted traffic rights to Riyadh — will start regular services to Riyadh, sources said. Air France intends to begin landing there by January.

The airport contains four triangular-shaped passenger terminals, two for international flights and two for domestic traffic. They are equipped with jetways capable of accommodating any commercial passenger liner and linked by short air-conditioned halls for transfer passengers to change planes quickly.

The four terminals (two of which will not be opened until next year) and the two 14,200-foot runways are only part of the project. There is a royal pavilion in the form of a small palace, a mosque for 5,000 worshippers inside and another 5,000 outside, a control tower that is among the world's tallest for good visibility and a mechanized air-cargo terminal doubling the kingdom's present capacity.

The royal pavilion functions as a VIP terminal as well as a small palace for the king.

Set apart beneath a triangular roof similar to those of the other terminals, it has a main floor providing an array of facilities for state occasions. There is a voluminous reception hall illuminated by a circular brass chandelier reflected in brass-trimmed marble walls, lounges, sets of office suites, discreet guard rooms, an auditorium for 100 people equipped for simultaneous interpretation, two guest suites and the king's bedroom suite.

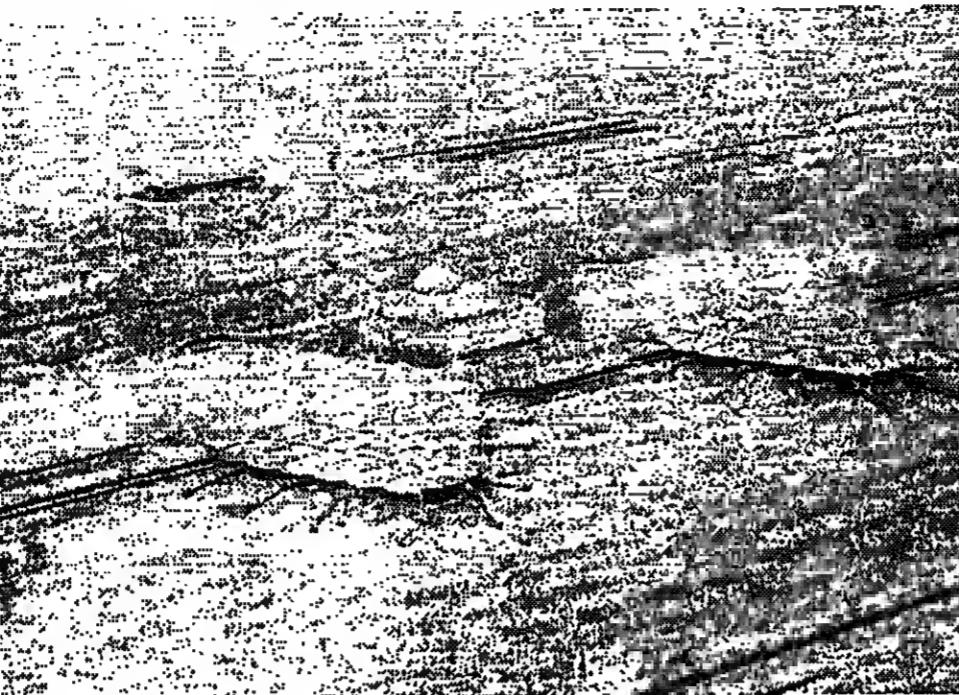
Pink marble is the main material throughout, even in some walls and bathtubs. Other walls are finished in brass, leather or fine wood. The lawn outside the bedrooms is planted with special Bermuda grass that is supposed to minimize hay fever or other allergies. A special kitchen caters to the king.

On a lower floor, streamlined facilities provide easy boarding for princes, officials and foreign dignitaries, who can emerge on the apron used by the head of state, out of public view.

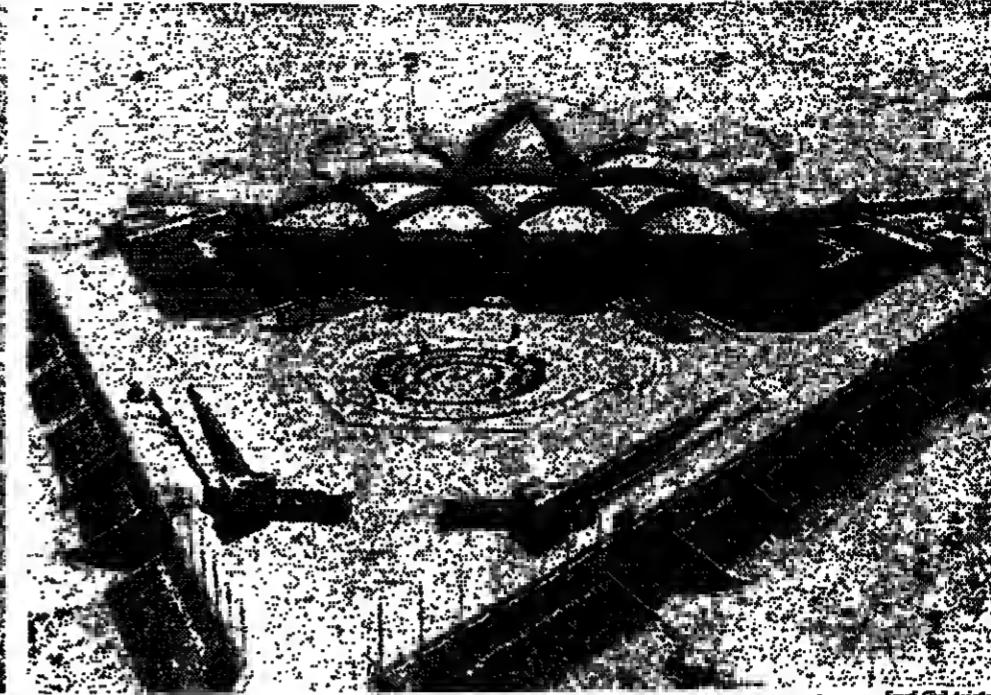
The complex is linked to the main terminals by a broad drive, lined with the date palm trees that are the symbol of the house of Saudi. This avenue ends in the mosque, which is intended to serve both on official occasions and for daily prayer by the public.

The 40-meter-high mosque is set atop 40 steps 60 meters long and pointing to Mecca. The dome, 33 meters across, is outwardly plain, inward sound-absorbent; it seems at night to float on a ring of light, the effect of a small ring of windows separating it from hexagonal walls.

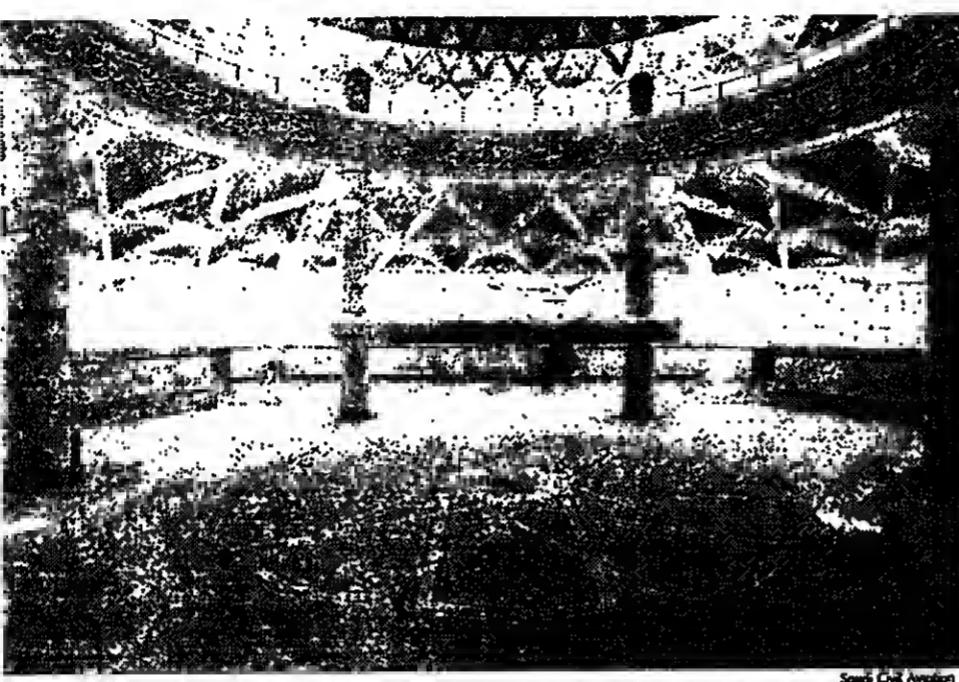
Inside, a circular brass chandelier can adjust in intensity for the amount of daylight filtering through stained glass windows. The finish



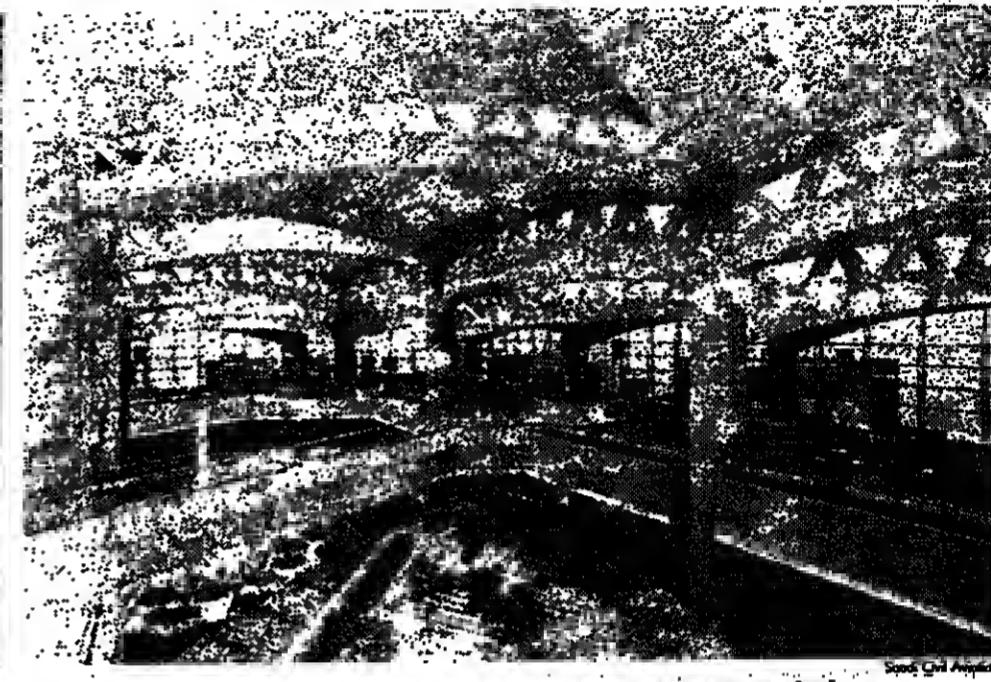
Aerial view of the passenger terminal complex.



The Royal Pavilion for heads of state, visitors of rank.



The airport's mosque: Showplace of Islamic art forms.



Two levels of fountains and plants inside passenger terminal.

includes thousands of inscribed mosaics, carved wood doors and panels, paper-thin translucent minerals creating abstract patterns and a vast carpet.

The airport can be expanded in a second phase to add more runways and facilities that eventually may double the cost of the undertaking, industry sources said. The full site covers 243 square kilometers (94 square miles), making it the world's biggest airport.

With Bechtel as the chief Western consultant, the major Saudi decision-maker at KKIA was the Ministry of Defense and Aviation, headed

by Prince Sultan ibn Abdul Aziz. Within the ministry, Major General Said Y. Amin is overseeing the merger of the Presidency of Civil Aviation (the regulatory agency) and International Airports Projects, which is responsible for building major airports. Construction of the third and final new airport, near Dhahran, will start after KKIA opens. Saudi Arabian Bechtel was awarded the management contract last month, and the first tender offer will be advertised within 10 days, sources said.

KKIA will not be an air force base, Saudi officials said. Other civil international airports, including the new Jeddah airport and the old airports in Riyadh and Dhahran, are also military fields.

But, according to Mr. Tassan, "KKIA will have some military facilities, but it is not a base, only a facility, and it is a civilian airport." A small air force terminal is planned at KKIA, but Mr. Tassan said it is intended for a nonmilitary purpose that he did not want to specify.

The Royal Saudi Air Force base in Riyadh, he said, will remain at the present Riyadh airport, on the capital's outskirts, near the defense ministry. The Riyadh airport handles Saudi interceptors and also some AWACS surveillance planes sold to Saudi Arabia two years ago by the United States. U.S. personnel working on the AWACS plane operations are billeted in a nearby Riyadh hotel.

The old Riyadh airport, which will switch over from one day to the next Dec. 5, is behind the planning of KKIA. Enlarged three times from a quonset hut in the 1960s, it is spartan. Kept spotless by Asian workers, it has often frustrated passengers because of the confusing check-in system that is frequently overwhelmed by the throng of passengers trying to catch flights to Asia or to Europe, all through the same row of counters.

The old airport also has been engulfed by Riyadh's northern growth, resulting in traffic snarls and other environmental problems as more buildings rise around the airport.

The opening of KKIA is expected to expand dramatically the volume of passengers and tonnage of freight moving by air in and out of Riyadh. Riyadh handled 5.4 million passengers last year, ranking 47th in the world (Jeddah is ranked 37th), according to Airport Forum magazine. In the number of international passengers, Riyadh probably was also outranked by Dhahran.

KKIA expects to handle 7.5 million passengers next year, 60 percent of them domestic, according to Mr. Tassan. As foreign carriers' operations in Riyadh grow, Mr. Tassan expects the balance to shift in favor of international passengers, eventually making Riyadh the second gateway to the kingdom behind Jeddah.

In the initial stage, KKIA will remain a medium-size world airport, for example, behind Zurich but ahead of Singapore. But, ultimately, KKIA is expected to be able to move into the top 20 airports, handling up to 18 million passengers a year by the end of the century. By then, Riyadh will probably have doubled in population to 2 million people.

"Next year we expect traffic peaks of 25 aircraft an hour, but we can handle 70 movements an hour, so we are geared up for the year 2000," according to Mohammed A. Badruddin, a U.S.-trained Saudi engineer, who is KKIA deputy director general.

Similar expansion is expected in air freight. At present, all three major Saudi airports handle about 60,000 tons annually, Mr. Tassan said.

KKIA will accommodate 140,000 tons smoothly in its highly mechanized air-cargo terminal.

The air-cargo terminal typifies the high level of technology prevailing throughout the airport. Hangar doors can be adjusted to fit around the nose of any cargo liner, moving up and down, as the plane rises as it is unloaded or sinks as it takes on cargo, so dust and heat are kept out of the cargo terminal, where fragile shipments may be kept.

The pilot uses an electronic diagram on the outside wall of the hangar that shows him exactly how to position his plane. This so-called "safe port" system, as well as the system of pallets, rollers, conveyor belts, docklifts and storage inside, all match the best facilities in existence anywhere, for example, Federal Express terminals in Tennessee or cargo terminals in Seoul and London.

Similarly, passenger facilities have been designed to provide comfort.

"We expect a passenger to be from sidewalk to plane seat or vice versa in 10 minutes," Mr. Tassan said.

Safety, efficiency, security — those are the goals of any airport, and this one is no exception," Mr. Badruddin said. Security is provided by hermetic fencing around sensitive installations and discreet command posts inside the airport that sweep the area with TV monitors.

Of course, the functioning of the airport will depend heavily on personnel. Physically, the airport has been planned to minimize inaccessibility; parts are similar throughout for easy replacement, and computerization has been advanced to the limits of the art.

In contrast, custodial work will be heavy. For example, vast expanses of windows will need to be cleaned and other aspects of the airport will require constant labor. This is to be accomplished by a combination of sophisticated cleaning tools and abundant Asian labor.

Training for operating personnel has advanced side-by-side with construction. After a series of full-fledged trials with Saudi planes and volunteer "passengers," KKIA plans to replace the old airport on the first Sunday in December.

The real test will come with time as KKIA, like other big Saudi airports, turns into a small city.

The site, chosen far out of town to prevent urban encroachment, should allow the administrators to control carefully the growth of private businesses planned in and around the airport site.

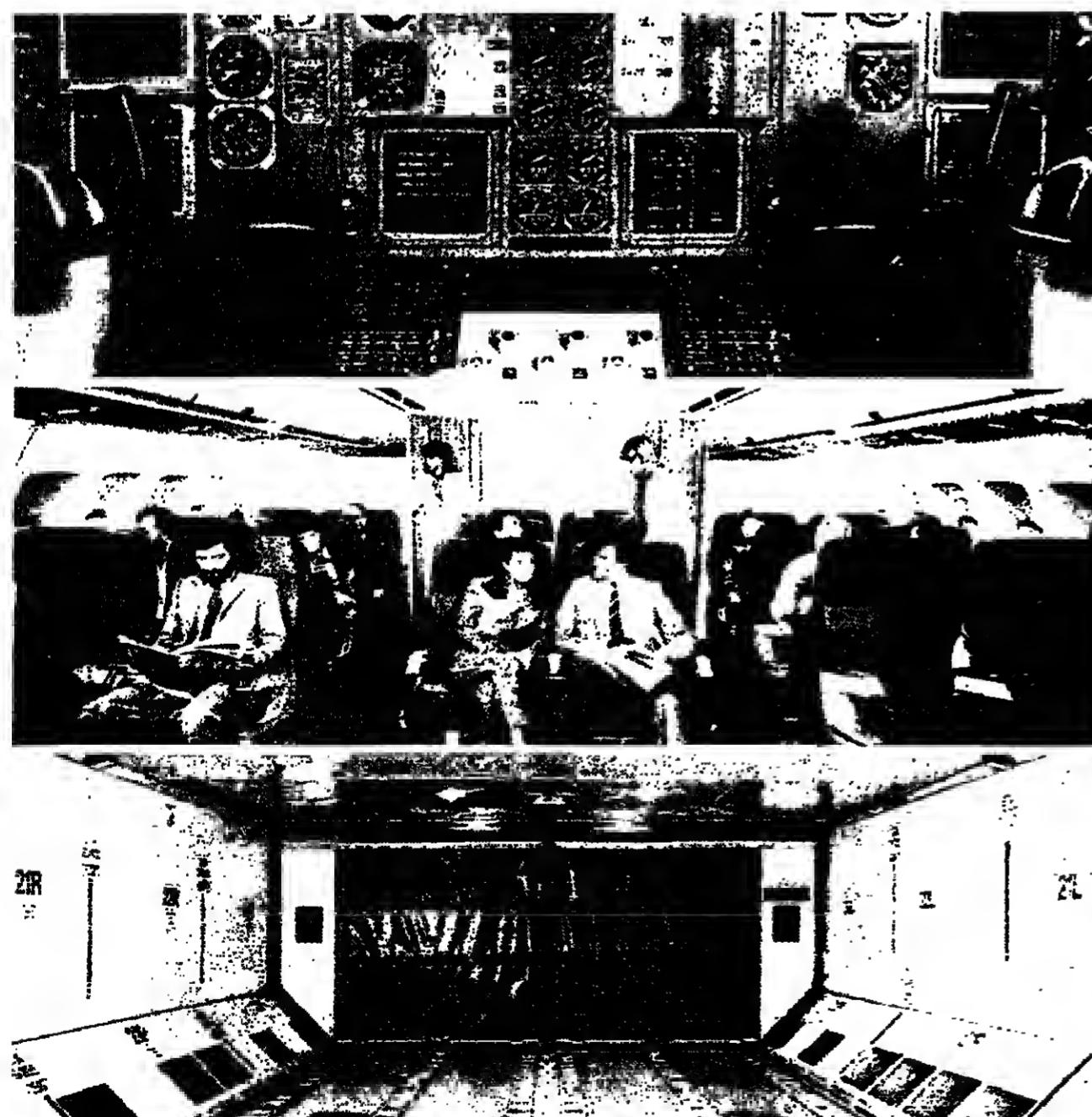
But already the lush greenery — kept in trim and in season by the 40-man nursery at the airport and watered by the airport's own recycling plant — has started to attract families for weekend picnics as the most beguiling spot for miles around.

The landscaping — small plants on a human scale inside the terminal, shrubs lining the roads for viewing from a car, bigger trees and flower beds around the airport to be seen as passengers slope as they approach Riyadh across the desert — is bound to attract admiring local residents.

But the Saudi sense of propriety is distressed by too many loafers. In Jeddah, officials are discreetly spreading chicken-wire in the gardens to prevent abusive picnickers. "The airport is going to be an education, both for those who run it and those who use it," a Saudi official said.

— JOSEPH FITCHETT

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## Arab Themes Expressed in Airport Architecture

By Robert Azzi

ST. LOUIS, Missouri — Gyo Obata, the chief architect of Riyadh's King Khaled International Airport, uses his hands to describe the design of the project he calls perhaps the most important work he has ever done.

One hand overlapping another to mold the form, Mr. Obata, 60, explained to a visitor the way the triangles that make up the passenger terminal overlap, and what they represent.

What I found in Islamic architecture, he said, "is a tremendous use of geometry, and that's how the whole development of the airport grew — out of the triangle and using the triangle to keep building up the forms."

There is obvious delight and satisfaction to the solution that he has found, and a listener understands that the system will not be repeated in another building. The solution is closed.

"I don't think there will ever be another airport built like that ever, just because of the circumstances," he said.

Mr. Obata is the chairman of the board and chief designer of the U.S. firm Helmut, Obata and Kassabaum of St. Louis. The firm, known as HOK, was asked by another U.S.-based company, Bechtel, to undertake the architectural work for the new Riyadh airport.

including the passenger terminals, control tower, mosque and royal pavilion. Saudi Arabia had asked Bechtel to design and engineer the overall project.

HOK had designed the airports in St. Louis and Dallas-Fort Worth and produced a design for a Singapore airport that was never built. HOK also had been commissioned to design the new King Saudi University complex in Riyadh. For the Saudis there must have been added cachet in having a firm that designed so many of the attractions that visitors to the United States admire. HOK has designed the Galleria shopping mall in Houston, the National Air and Space Museum on the Mall in Washington, D.C. and the Bloomingdale's department store in Philadelphia and the Saks Fifth Avenue store in San Francisco.

For both the airport and the university," Mr. Obata said, "I had to really look into the whole history of Islamic architecture. I looked everywhere — Egypt, Arabia, Morocco, Spain, Iran. I went through it all and studied it, trying to get inspiration."

The projects here have been exhilarating and gave us a chance to pursue excellence," he said.

At King Khaled International Airport it is not clear that anyone yet fully understands the design, which strives to be a synthesis of

technology, philosophy and exacting compatibility with the environment and culture it serves.

"I really believe in the concept that grows out of an understanding of a particular building's unique requirements," said Mr. Obata. "Each problem calls for its own kind of solution. ... I would say that the Islamic architectural tradition, and in the case of the university, the architecture of the Galleria shopping mall in Houston, is more influence than any particular individual."

When he began his first project in Saudi Arabia, the university, Mr. Obata said, "I looked at a lot of what was happening in Saudi Arabia in architecture and there was really nothing happening — no relationship to the existing conditions to the architecture and culture."

Every detail of his design for that project reflects the forms of the Nejd; the color of the precast forms, the shaded walkways and arches, the changes of levels all reflected what Mr. Obata calls the intuitive reaction that he felt with the project.

Now, in the airport, Mr. Obata used curves and rich detailing including paving, tiles and decoration with the triangles. He was impressed by the Alhambra and by the use of water trickling from higher elevations, which he tried to use.

"I've always been interested with the interaction of daylight. I've used lots of skylights and clerestory lights to bring light into the airport space. In many of the airports you go through them and the world you don't feel this sense of space and air. This building gives you that sense."

As the new gateway to Saudi Arabia, Mr. Obata said, "I feel it should have some meaning, some special quality as you come through it. I think it has been very successful."

Even the landscaping is a direct response to the harsh Saudi environment. Supporting all the greenery is a 47-acre (18.8-hectare) greenhouse established by Bechtel to support the airport.

"They've got things there we would love to have in California," said one HOK employee. "It's as good a nursery as exists anywhere."

Around the royal pavilion, to be used by the king, other members of the royal family, and government officials as well as visiting heads of state and VIPs, the grounds were landscaped to assure unobstructed sight lines for the security forces.

It is Mr. Obata's hope that as people move through the airport they will feel that they have entered an oasis of peace created by the unity of design and function, the light and decoration, the volume

(Continued on Page 19)

New Military A  
Al Khari Sy  
audi Defense

SOGEX GROUP OF COMPANIES

## RIYADH

## New Military Air Base At Al Kharj Symbolizes Saudi Defense Effort

By Anthony H. Cordesman

WASHINGTON — If Riyadh's new civilian airport is a symbol of Saudi Arabia's civil development, its new air base at Al Kharj is a symbol of Saudi military development and Saudi hopes for defense cooperation with other Arab states and the West.

Al Kharj, which is about 75 kilometers (46 miles) southeast of Riyadh, will be the permanent base for Saudi Arabia's force of five E-3A AWACS planes and five KC-707 tankers. When these forces arrive, Saudi Arabia will have the most advanced airborne warning, command and control system and maritime surveillance system of any Third World state. It will be more advanced than that of Japan or any member of the North Atlantic Treaty Organization outside the central region.

Saudi Arabia plans to depend on the five E-3As, its fighters, and an advanced command and control system centered in Riyadh as its primary deterrent in dealing with future threats from Iran or any hostile regime that might arise if Iraq should lose the Iran-Iraq war. It hopes to build up its combat air strength from its present total of 170 to 200-250 aircraft by 1990, and to expand its F-15 strength from 62 to 100 fighters as it phases out its obsolete Lightnings.

This force will help compensate for the fact that Saudi Arabia lacks the manpower to build up major ground forces or to operate large numbers of less capable aircraft. It knows it must be able to rapidly shift its airpower to cover about 2.3 million square kilometers of territory and 7,000 kilometers of borders — an area roughly equal in size to the eastern half of the United States. The force will enable Saudi Arabia to win air superiority against any local threat in the Yemens or the Red Sea area, and greatly reduce the risk of pressure in the West from Syria or Israel.

The E-3As will provide the airborne sensors and command and control capabilities that will enable Saudi Arabia to cooperate with other southern Gulf air forces, and to protect its "strategic corridor." This corridor extends along Saudi Arabia's Gulf coast from Jubail to Dhahran. It goes south through the key oil facilities at Abqaiq to Riyadh and then to Taif, Mecca, and Medina.

Without the E-3As, Saudi fighters would have less than six minutes of warning of an attack from or over Iranian territory, no way to effectively coordinate its fighters to defend key coastal targets like Ras Tanura or Damman, and no hope of coordinating its air units, land-based air defense, and growing force of modern ships with ship-to-air missiles. This part of Saudi Arabia's Eastern province is rapidly replacing its Red Sea coast as its most developed area, but it is nearly 1,000 kilometers from Saudi bases on the Red Sea coast.

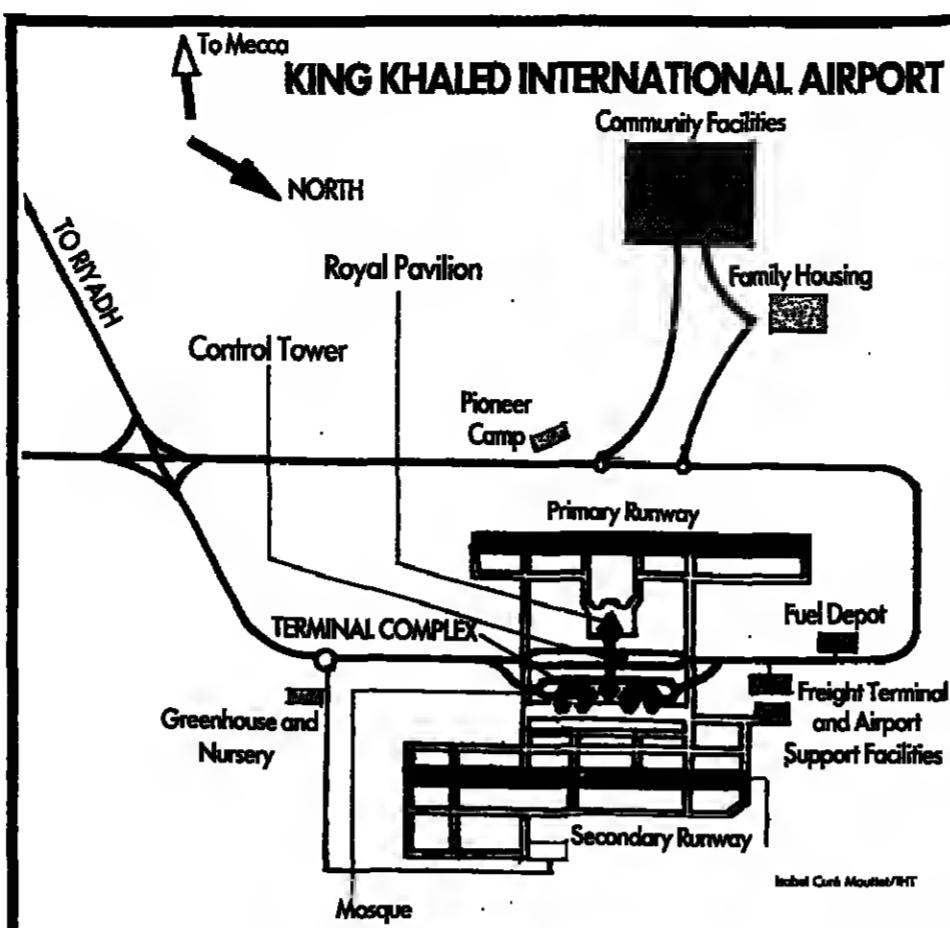
With the AWACS force will initially be based at the old air base at Riyadh, which is being converted to a full military facility, the AWACS force will ultimately be deployed at the new base being built at Al Kharj for several reasons. First, this is the most central location for dealing with the fact that Saudi Arabia faces potential threats and instability on all its borders, and a growing Soviet presence in Ethiopia, whose northeastern border is only about 400 kilometers from Mecca.

Second, Al Kharj is in the least vulnerable area in the kingdom. Neither the E-3A or its tankers can be sheltered effectively against the potential threats of the 1980s. Third, the highly sophisticated systems on the E-3A require considerable maintenance during sustained operations, and Al Kharj provides a secure staging point for service.

Finally, while Riyadh's civil airport will not be vulnerable to regional threats until the late 1990s, Saudi Arabia must plan for the fact that the E-3As cannot be kept on continuous alert in peacetime and will be its most attractive initial military target. Moving the AWACS force to Al Kharj deflects any attack away from Saudi Arabia's civil population, allows include Turaiq, Arar, Jouf, Gurayat, Tabuk, Hail and Rafa in the north and Wadih, Gassim, Qaisumah, Yanbu, Medina, Hofuf and, soon, Jubail in the central axis, as well as Taif, Bisha, Abha, Giza, Nejran and Sharorah in the south.

The AWACS force is also only the most visible link in a vast command, control, communications, and intelligence or C-31 system which will be built during the mid-1980s to allow Saudi Arabia's small armed forces to operate against any threat to its borders to help link together all the forces of the conservative Gulf states in the Gulf Cooperation Council, and provide a means by which "over-the-horizon" forces from the United

(Continued on Page 16)



## National Airline Faces Curtailed Subsidies, New Competition

By Robert Bailey

LONDON — Riyadh's new King Khaled International Airport is described by members of the staff of Saudi, the Saudi Arabian airlines corporation, as the country's third gateway for foreign flights. It will substantially augment international operations, which until now have centered on Jeddah and Dhahran.

Up to now these have been the only airports in the kingdom able to accommodate intercontinental-range passenger and cargo aircraft. The new airport occupies a site of 243 square kilometers (94 square miles), more than double the size of King Abdul Aziz International Airport, which when it opened in 1981 was the largest airport area in the world. Apart from serving foreign routes King Khaled International is also expected to become a hub of Saudi's extensive and important domestic operations.

The state-owned airline's home routes have been built up steadily over the last 40 years from humble

beginnings to an enterprise that provides scheduled services to Jeddah and Dhahran and 20 other locations separated on land by vast tracts of some of the most inhospitable desert in the world. Airports served include Turaiq, Arar, Jouf, Gurayat, Tabuk, Hail and Rafa in the north and Wadih, Gassim, Qaisumah, Yanbu, Medina, Hofuf and, soon, Jubail in the central axis, as well as Taif, Bisha, Abha, Giza, Nejran and Sharorah in the south.

Saudi said that by helping to sustain the economic growth of the kingdom, the airline was playing a vital role in government plans to encourage a much wider segment of the population to play an active and meaningful role in the development of Saudi Arabia.

However, the government policy of encouraging communication by providing inexpensive air travel means that Saudi operates at a loss. The first fare increase in 10 years occurred two years ago. Even this 70-percent hike only raised a regular economy return ticket between Riyadh and Jeddah, for example, to just \$120 for a 700-kilometer (434-mile) journey. The cost of a return ticket over a comparable distance in Europe, say London to Milan, is three times as much.

There is little doubt that the low-fare policy has been successful in increasing social cohesiveness by making long-distance travel available in a country still poorly served by overland transport facilities. For Saudi, which under the five-year development plan (1980-1985) has been charged with achieving a financial balance in current operations in domestic services, shaking off the subsidized fare structure is clearly going to be difficult.

International operating costs — and the mounting

problem of discounted fares in the region — are also of concern to management. But, nevertheless, the presence of Saudi aircraft has become increasingly prominent at airports around the world in the last few years.

Today, the airline has a fleet — including aircraft on order — that comprises 17 Lockheed TriStar L-1011s, 12 Boeing 747s, 20 Boeing 737s and Boeing 707s as well as six Douglas DC-8s, two Fokker F-28s and seven Gulfstream IIs and IIs.

Eleven Airbus Industrie A300-600 wide-bodied aircraft

will begin to enter service next year. The total

represents a formidable inventory and operation that began in 1945 with a gift of a DC-3 (Dakota) aircraft

to King Abdul Aziz by President Franklin D. Roosevelt.

Nearly 6 million through Riyadh and 4.4 million through Dhahran.

Air cargo traffic also reflected substantial growth, rising more than 40 percent to 241,364 tons over the same period. The planned A300-600s will further increase Saudi's passenger capacity. The first of the aircraft, which are able to seat 267 to 345 passengers and have a range of 6,100 kilometers, will be delivered in March next year.

All of Saudi's 747s, including special performance

intercontinental-range versions of the jumbo aircraft, have been accepted into service. The first was flown

directly to Jeddah from the manufacturer's base in Seattle by Ahmad Mattar, Saudi's director-general

who is also a 747 captain.

A result of the acquisition of new big jets has been a marked increase in international services provided by Saudi. The routes encompass the Middle East, Europe and the Far East. Nonstop flights from Jeddah to New York have been in operation for two years. Previously, North American business visitors had to transit in Europe or use the service provided jointly by Pan American Airways and Saudi between Houston and Dhahran. Other direct services are also provided to Europe, including one between Riyadh and Frankfurt. The services are supported by a sophisticated communications network that includes a computerized reservations and automated ticketing system.

The opening of the new airport heralds the end of

Saudi's exclusive rights at the capital's airport, al-

though foreign airlines are likely to be asked to give up

existing landing rights at either Jeddah or Dhahran

before being allowed in. The first foreign carriers to enter are likely to be Kuwait Airways and Gulf Air.

The relationship between the latter and Saudi operations

may become much closer in the long term if

studies by the Gulf Cooperation Council, aimed at amalgamating the three airlines, are implemented.

Despite rising operating costs, amalgamation is not

a process likely to happen quickly. There is economic

logic in establishing a joint policy and rationalizing

services, but many questions are thereby raised, not

least about future aircraft procurement plans. National

airlines are also a very potent form of identification

for developing countries and their rulers. Few in the

region are likely to want to lose their airline's badge of

independence, not least the highly successful and

ambitious Saudi, the Arab world's principal airline.

## Engineers Defy Harsh Climate

RIYADH — Temperatures at the Riyadh airport construction site were so hot that concrete for the runways often had to be poured using ice instead of water. But cold was only one problem facing contractors.

Time was one of the biggest challenges according to a Bechtel executive, who said that prompt completion of the King Khaled International Airport was a Saudi requirement. Bechtel, through a joint venture, Saudi Arabian Bechtel, was the general consultant and project manager for the airport.

The ice was supplied by two ice-making plants built on the site, a typically ingenious solution to the terrors of the environment.

Other complications included a remote location, 25 miles (40 kilometers) from Riyadh; difficult terrain; water shortages; an ambitious design and new Saudi regulations maximizing the number of subcontractors to channel as much work as possible to Saudi-owned businesses.

The sense of urgency, however, also had a beneficial side. The original design was adhered to strictly, thus avoiding costly changes. Unlike Jeddah's King Abdul Aziz International Airport, which grew by revisions over 15 years to become a

\$4 billion prize-winning airport, Riyadh's airport was designed from the start in 1975 to be a super-project, according to the airport's deputy director general, Mohamed A. Badruddin.

The project came under the Ministry of Defense and Aviation under Major General Said Y. Amin. Saudi Arabian Bechtel (SAB) is a joint venture between the giant U.S.-based construction company Bechtel and Saudi Arabian partners including Sulaiman Olayan.

Mr. Olayan, a Saudi tycoon, started work as an employee of Aramco. Today he sits on the board of Mobil. As a young man, he started his own construction company whose first big job was on Tapline, the Aramco-built pipeline to Lebanon.

On a site covering 94 square miles (243 square kilometers), the SAB-managed project was described by an industry magazine, Engineering News-Record, as "just about the neatest, smoothest-running construction job imaginable for its size."

Nearly half the 59 separate bid packages went to Saudi Arabian companies. At the peak of construction, more than 14,000 men worked at the site.

Runway grading involved moving

(Continued on Page 14)

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

بِإِنْسَانَةِ افْتَاحِ مَطَارِ الْمَلِكِ خَالِدَ الدُّولِيِّ بِالْرِّيَاضِ

تَفَقِيدٌ

شَرْكَةُ بِيَجِلِ الْعَرَبِيَّةِ

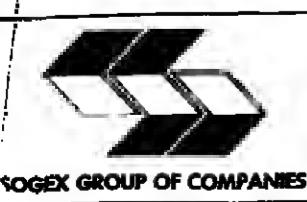
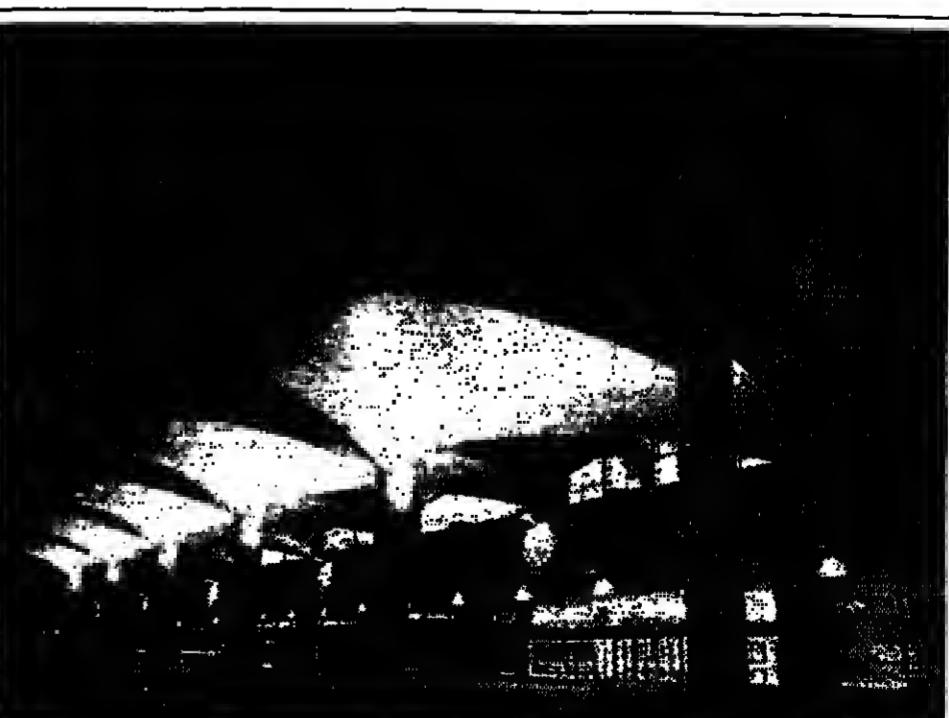
مِنْ حَضْرَةِ حَاجِبِ الْجَلَالِ الْمَلِكِ فَهْدِ بْنِ عَبْدِ الرَّحِيمِ الْمُغْفِلِ

وَصَاحِبِ السُّمُوِّ الْمَلِكِيِّ الْأَمِيرِ عَبْدِ اللَّهِ بْنِ عَبْدِ الرَّحِيمِ وَلِيِّ الْعَهْدِ وَالنَّائِبِ الْأَوَّلِ لِرَئِيسِ مَجَlisِ الْوَزَرَاءِ وَرَئِيسِ الْدَّرِسِ الْوَطَنِيِّ

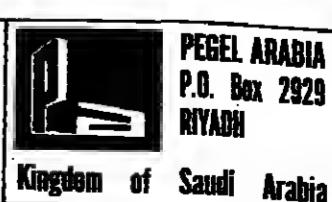
وَصَاحِبِ السُّمُوِّ الْمَلِكِيِّ الْأَمِيرِ سُلَطَانِ بْنِ عَبْدِ الرَّحِيمِ النَّائِبِ الْثَّانِي لِرَئِيسِ مَجَlisِ الْوَزَرَاءِ وَوَزَيرِ الْحَفَاعَ وَالْطَّيْرَانِ وَالْمَفْتَشِ الْعَامِ

وَالشَّعْبِ الْسَّعُودِيِّ بِأَطْيَبِ التَّهَانِيِّ وَدَوَامِ الْإِرْدَهَارِ

فِي ظَلِ حُكُومَةِ جَلَالِهِ الرَّشِيدَةِ



In September 1979, Pegel Arabia was awarded the Contract for construction of the Domestic and International Terminal Buildings at the King Khaled International Airport and, in June of 1982, was awarded an extension to construct two additional Terminal Buildings. Pegel Arabia is also the general contractor for the Facilities Maintenance Complex, Special Flight Service and General Aviation Terminal. Pegel Arabia's professional engineers, technicians and craftsmen are proud to be associated with this project.



مِنْ حَاجِبِ الْجَلَالِ



## RIYADH

## A Desert Capital, an Embodiment of an Islamic Idea

*Special to the IHT*

RIYADH — Like any utopia, Riyadh is the embodiment of an idea. Although a visitor to the Saudi capital may at first find it difficult to locate the idea amid the huge shopping centers, ice-cream stores, computerized billboards, palatial hotels and other booms of moneyed modernity.

Huge cars race down the boulevards lined with palm trees and flower beds, jumbo jets roar overhead and birds twit. But something is missing. The idea dawns on you as you suddenly sense the presence of absence — there are no churches here, no cinemas, theaters, bars, casinos, statues or women drivers — or in fact very many women at all. And there are scores of mosques.

Let the call to prayer begin and

the idea becomes clearer. Every place of business shuts silent, the supermarkets disgorge hundreds of shoppers and chain their doors, and for a half hour or so the mosques are the focal point of the city of 1.8 million.

General Motors vehicles with the markings of the World Assembly for Modern Youth or the Society for the Promotion of Virtue may appear, loudspeakers blaring, enjoining stragglers to go and pray. After the prayer, doors reopen, shutters set up and business resumes as usual — until the next prayer.

This is Riyadh — a handsome, prosperous, fairly cosmopolitan capital and at the same time the seat of a Wahabite Islamic theocracy whose laws, because they are divine, are strictly and forever im-

mutable. Its steadfast rejection of elements perceived as corrupting (such as bars and cinemas) is equaled only by an ironic tolerance for absorbing, or better yet, hosting, hundreds of thousands of cosmopolitan, relentlessly foreign experts, hired hands, housewives and traveling salesmen from the four corners of the earth.

Riyadh is the spiritual home of the religious driving force that conquered and still governs all of Saudi Arabia. It was at Diriyah, a small town outside the city (now the home of King Saudi University), that Sheikh Mohammed ibn Abdul Wahhab, a Nejd scholar and reformer, formed a pact with the local emir, Muhammad ibn Saud, to combine their religious and temporal forces to rule the region. The alliance predicated the founding of the modern kingdom by nearly 200

years and is still the linchpin of the national government.

Mohammed ibn Saud sought the spiritual blessing of Abdul Wahhab. Abdul Wahhab sought a political ally to help him enforce the purification of Islam, both of persisting pre-Islamic customs and the accretions of more than a thousand years of practice. His thinking, based on the teachings of the Hanbali jurist Ibn Taimiya of Bagdad, was that the pristine Islam of the days of the Prophet, based solely on the *sharia* (the Koran) and *sunnah* (traditions of the Prophet), had to be restored; all other practices were *bidat*, or sinful "innovation."

Thus, saint worship, cults, devishes, the reverence of shrines, and differing notions of the Caliphate — for example, Shism — were to be eschewed and a strict Unitarianism to be promoted in line with a tough, narrow interpretation of the *sharia*.

For the next dozen decades the alliance gained ground throughout Arabia, virtually eliminating dolls, processions and the rituals of popular Islam. Saudi leaders bore the title of *imam*. After numerous setbacks, tribal and sectarian, the Saudi-Wahabite liberation of all of what is now Saudi Arabia was accomplished on Sept. 23, 1932. Mecca was cleared of Ottomans, and Riyadh was made capital.

At that time, Riyadh was so steeped in its hostility to *bidat* that it is made an impractical home for foreign diplomats, banks, and the national airline, which Jeddah welcomed. But the Nejd town has grown up and is slowly taking on its responsibilities. Consulates are moving here, with all embassies to follow within a few years; the banks, all represented by independent branches, are coming; Saudi Arabian Airlines is coming; armies of Americans, Indians, Koreans, Filipinos, Britons, Pakistanis are already here in force. The city bristles with tall buildings, flyovers — and an arrogant sophistication. Is foreign residents, though they may never have heard of him, live by the rules of Abdul Wahhab, his allies and descendants.

Hence, no alcohol, no pork or pork byproducts; no non-Sunni Moslem religious literature; no video game arcades, dolls, or pornography, statues or works of Karl Marx. Men and women may not kiss or hold hands in public; kisses are carefully excised from imported television shows. It has been ruled unacceptable to celebrate any birthday, even the Prophet's. New bars are issued regularly, and recent ones struck out at chess pieces

they have never happened across a *mattoza*.

Most large Western companies provide private television channels and Christian religious services for their employees. Video game arcades are forbidden due to their cost and bad influence on children — as in some U.S. towns — but the machines may be owned privately and installed in company housing compounds. No women may be employed where they have any contact with men, but an exception is made for Saudi's stewardesses. Many foreign women go unveiled, Arab and other men bedeck themselves with gold, and they claim



The World of Arab - David Douglas Duncan

## A worker moulds an adobe brick for use in restoration of Diriyah.

## Restoring the Seat of the House of Saud

DIRIYAH — The mud brick ruins of Diriyah, a walled oasis that was for centuries the seat of the Saud family and first capital of the kingdom, is a favorite picnic haunt for the residents of Riyadh 10 miles (16 kilometers) to the northwest. Set on a low hill above a date-palm grove watered by the Wadi Hanifa, gap-toothed crenellated walls rise with three-story towers; their triangular windows are ranged in sets of six.

They are crumbling like sandcastles. A few slender white stucco columns remain among sandy paths. Palms, neglected since farmers sought work in Riyadh in 1902, have withered. When Abdul Aziz seized Riyadh in 1902, he made that city his capital. Riyadh eventually became the capital of Saudi Arabia and Diriyah was never rebuilt after its 1819 devastation. Now, after nearly a century of neglect, the Department of Antiquities is restoring a few key buildings — palaces and fortifications — of the first Saudi Kingdom.

As early as the 16th century, the Saudi family settled at this oasis after moving north from what is now Oman. The tribe was famous for its herd

of riding camels, known as Diriyah, and the colony was named for them. It was at Diriyah that Mohammed ibn Saud, patriarch of the modern Saudi dynasty, and Sheikh Mohammed ibn Abdul Wahhab made their historic pact. The alliance led to a series of battles out of which emerged a united Arabia under the dual banners of Wahabism and the house of Saud. They had formed the pattern of unity prevailing in Arabia today.

Activity has revived gradually in the old town. A few shops have opened at the old city gate in recent years. Children — whose unabashed curiosity is always a surprising contrast with the dignified men of Saudi adults — play noisily in the narrow, shady paths. A modest suburb has grown on the flatland outside Diriyah, where several hundred families live in low blocks of flats protected by garden walls and enjoying the comforts of electricity, piped water and air-conditioning.

The Diriyah Foundation, established in 1973 by the royal family to sponsor research in fields from medicine to solar energy, takes its name from the town.

— JOSEPH FITCHETT

## Uyainah Solar Village: Ancient Roots And New Technology at Historic Site

UYAINAH — It was a hot October morning when Prince Salman ibn Abdul Aziz, governor of Riyadh province, inaugurated last month the biggest solar-energy project of its kind in the world — a field of 160 giant, solar mirrors that convert sunlight into electricity for this village.

The ceremony resembled other royal openings which occur so frequently in oil-rich Saudi Arabia. On a desolate hilltop, a motorcycle pulls up in front of a big open-sided tent, the royal party crosses the sand on a red carpet and joins the waiting diplomats, contractors and local dignitaries. Juice is served during speeches by officials and religious leaders, then the group follows the prince on a walk-through of the project followed by a slide show depicting the construction and the future benefits of the project.

The Solar Village Project — designed to provide power to three rural hamlets about 30 miles (about 50 kilometers) northwest of Riyadh — is special not only because it involves ultramodern technology but also because it is situated in the natal village of Mohammed ibn Abdul Wahhab, the 18th-century religious reformer whose alliance with the house of Saud gave birth to modern Saudi Arabia with its puritanical Islam.

The King Faisal Air Academy — one of the kingdom's lengthening list of training facilities for the armed services — is located in this village, profiting from the solar energy plant.

Uyainah (which also is spelled Uyaynah) was a symbolic choice for the main project in Saudi Arabia of SOLERAS, the Solar Energy Research Joint Cooperation between Saudi Arabia and the United States.

This is a binational research campaign in which each country provided \$50 million over a five-year period beginning in 1977 to develop solar energy applications of worldwide benefit.

SOLERAS itself grew out of discussions in 1977 between President Jimmy Carter and Crown Prince Fahd, who was visiting Washington to inaugurate a solar-heated school financed by Saudi Arabia through the Diriyah Foundation. That fund was established by

King Faisal for Saudi-sponsored international research.

The Uyainah project exemplifies an aim of Saudi research, which is supposed to provide benefits beyond the kingdom's borders.

Uyainah provides one of the first and the largest tests for an emerging technology of photovoltaic cells, which are capable of converting sunlight to electricity.

At Uyainah, 160 arrays, large winglike sets of mirrors similar to those on satellites turn to follow the sun, then transmit electric current to an inverter that can supply 350 kilowatts of power to the 4,000 residents and army cadets in Uyainah.

When SOLERAS placed its order for the arrays with a U.S. firm, Martin Marietta, each array cost more than \$150,000. Now, after the Saudi project paid for the research and development, Martin Marietta is selling the same equipment for \$40,000 per array, according to Cecil B. Thompson, the SOLERAS program coordinator, to the job at Midwest Research Institute in Kansas City, Missouri.

So the project, which is intended to be the prototype for similar photovoltaic systems for more remote villages throughout the kingdom, has also represented a significant step toward making solar energy internationally competitive as an alternative clean fuel.

It is planned to increase the new plant's capacity to 1,000 kilowatts, and eventually the network — planned to be one of the world's biggest — will provide power for remote villages and operate desalination plant at Yanbu, the Red Sea port.

At the National Center for Science and Technology, the Saudi organization in charge of the program, a spokesman noted that the kingdom is not purchasing technology from the United States but rather cooperating with U.S. efforts to develop it.

For the peasants working in the fields along the Wadi Hanifa and for the middle-class residents who commute by car to Riyadh, the solar energy project is simply the most recent reminder of the special place that Uyainah occupies in Saudi affairs.

— JOSEPH FITCHETT

*The Government of Saudi Arabia,  
Ministry of Defence and Aviation and Inspectorate General  
is proud to announce the opening of*

# King Khaled International Airport

## New Aerial Gateway to Riyadh, Capital City of the Kingdom of Saudi Arabia

King Khaled International was completed this month by the Presidency of Civil Aviation. It is the second of three major new airports to be built in the Kingdom. The first, King Abdulaziz International in Jeddah, was opened in May, 1981. Construction of the third new international airport, located in the Eastern Province near Dhahran, got underway this year and work is expected to be completed before the end of the decade.

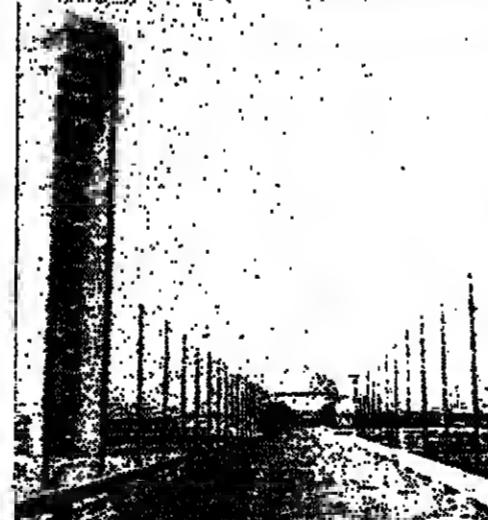
The airport projects are part of the Kingdom's overall development program which is being led by His Majesty, King Fahd, His Royal Highness Crown Prince Abdullah, and His Royal Highness Prince Sultan, Second Deputy Premier and Minister of Defence and Aviation.

Aerial view of KKIA's Terminal Complex

The three new international airports and the Kingdom's network of 23 domestic airports, also operated by the Presidency of Civil Aviation, play a major role in the overall transportation program of Saudi Arabia and help the Kingdom fulfill the economic goals set by His Majesty the King and the Council of Ministers in the Five Year Development Programs.

During the first two five-year plans (from 1970 to 1980) the number of passengers arriving at all airports in the Kingdom increased more than tenfold, rising from 800,000 to 8.1 million.

In the capital city, growth has been even more spectacular. From 1975 through 1982, passenger traffic in Riyadh increased 750%, from 890,000 passengers annually to 6 million. Anticipating this growing demand for service the Kingdom began preparing a master



Control Tower rises above a ceremonial mall

cess via separate arrivals and departures roads, spacious and convenient covered parking facilities immediately in front of the passenger terminals, and use of air bridges to provide passengers with direct access to their aircraft.

Inside the terminals, large interior gardens feature flowering plants and fountains, terraced groups of trees and low trailing vines. These gardens and fountains provide a stunning visual effect for arriving passengers — or for departing passengers who can look down on the display from the upper level of each terminal.

The airport's principal mosque is located in the center of the passenger complex, easily accessible to all Muslim travellers. Considered by many to be one of the most beautiful and interesting new religious structures in the Middle East, the mosque can accommodate 5,000 worshippers.

The new airport contains some of the finest artworks in the Kingdom. Paintings, tapestries, sculptures, carpets, and mosaics are among the

hundreds of works of art which have been placed in the terminals and other public buildings. During the years the airport was under construction, a Kingdom-wide effort was made to marshal Saudi talent to create the artworks.

Heads of State and other high-ranking visitors to the Kingdom are greeted in a Royal Pavilion that is both beautiful and functional. A distinguished building with a strong Islamic

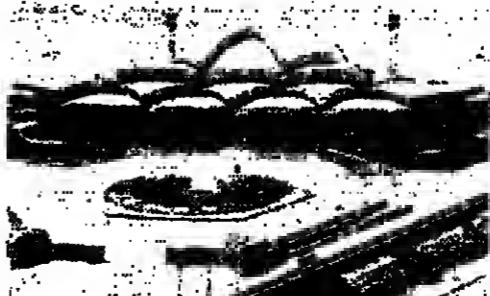
The Airport's beautiful Mosque



character, the Royal Pavilion has grand architectural spaces, finest materials and finishes, lush gardens and cooling fountains.

During the construction of the airport, the latest data systems and computer technology were used to enhance and support management

The majestic Royal Pavilion



of the project. These systems continue to be used today in order to insure maximum efficiency in day-to-day operations and maintenance of the airport.

The new airport honors the memory of the late King Khaled Bin Abdulaziz who ruled the Kingdom of Saudi Arabia from March 1975 until his death in June 1982. It was during the reign of King Khaled that plans and designs for

Inside the Mosque - marble and stained glass



the new airport were completed and work begun.

The primary mission of the Presidency of Civil Aviation is to assure the safe, orderly and efficient flow of air traffic within the Kingdom and to provide airport facilities necessary to accommodate domestic and international passengers and air cargo.

If you would like more information on the Presidency of Civil Aviation and the remarkable new King Khaled International Airport, please write:

Public Relations  
Presidency of Civil Aviation  
P.O. Box 6326  
Jeddah 21442  
Kingdom of Saudi Arabia





## RIYADH

## Extremes of Desert Life, Isolation Forge Values Of Conservative Capital

(Continued From Page 7)

whose views are widely supported in Arabia, to achieve a subtle process of change.

Inevitably, the process has gone faster in cities on the kingdom's borders, but Saudi leaders, especially since the late King Faisal, have also consciously sought to achieve a nationwide change so as to avoid any appearance of favoritism for Riyadh, the family bastion.

Riyadh means "the place where there is good grazing for herds," usually translated as "the gardens."

The Saudis established themselves in 1824 in Riyadh, a much less-imposing oasis community than their original capital, Dariya, destroyed by Ottoman artillery in 1819. Riyadh has remained — with one interruption — the capital ever since.

The new Saudi ruler, Turki, quickly harassed the Ottoman troops out of Nejd, and even though Mecca and Medina remained under nominal Ottoman control, Turki protected the integrity of Saudi-Wahabism rule. Oppressive governors were warned that they would be dealt with severely if they forgot that the reason for their authority was the establishment of true Islamic rule.

Wahabism, in this way, became a nationalistic movement, although this concept had not been articulated by its founders.

Memories of exploitation in Arabia by foreign occupiers had made Turki sensitive to the notion that justice alone could legitimize conquest in the name of religion. Today, the Saudi emblem of a palm tree atop crossed swords is meant to symbolize that prosperity can only be had through justice. It appears on the flag along with a green field with white letters for the Islamic creed, "There is no god but God; Muhammad is the messenger of God."

In Riyadh, the movement was ravaged by internal dissension when Turki was assassinated by a family rival. Turki's son, Faisal, who was to govern intermittently until 1865, picked up the reins of resistance to foreign powers.

The present-day Saudi family proudly refers to itself as the house of Faisal, house of Saudi because Faisal — like his father and like his grandson, Abdul Aziz — was tough against foreigners and with kindly bedouins.

A century ago, Riyadh was terribly austere. Smoking was banned, as were various other forms of entertainment — including the wearing of silk or gold jewelry and even strolling in the streets. All lights had to be extinguished after evening prayer.

But family feuds weakened the Saudi rule and the Saudis lost Riyadh in 1890. The city was sacked by the Rashids, a rival clan seeking to bring the Nejd under the rule of the northern Shammer tribes.

Abdul Aziz ibn Abdul Rahman, al-Faisal's son, was hustled out of Riyadh in a saddle bag hung on his father's camel.

Abdul Aziz, who eventually became known as "Ibn Saud," grew to maturity during the long years of exile.

Sporadic raids on the Rashids proved ineffectual, and in the autumn of 1901 Abdul Aziz, then 21, set out with a company of 40 warriors with no clear plan but with the determination of restoring his family's rule. Crossing the desert in night rides in the biting desert winter, the group settled in December at the wells of Haradh; a small date palm oasis that today is a lavishly financed bedouin settlement on the rail line between Dhahran and Riyadh. December of that year was Ramadan, the Muslim's fasting period, and during the long evening prayers when 38 *rakat*, or prayer cycles are performed, Abdul Aziz's goal crystallized. On the second night after Eid al-Fitr, the feast following Ramadan, he and his company rode to Riyadh and stole through the palms near the adobe city. Once over the walls, using a palm tree as a ladder, they settled near the gate of the al-Musmak, a small mud fort holding the main garrison and where the Rashid governor slept.

During the night they prayed and drank coffee. After the pre-dawn prayer, they waited. Shortly after dawn, the low gate of the fort opened from the inside and the governor emerged, stooping to pass. Faisal, in contrast, had traveled widely and then gained management skills as the governor of the more sophisticated Hejaz region. These factors counted in the family's decision to replace King Saudi by King Faisal in 1953.

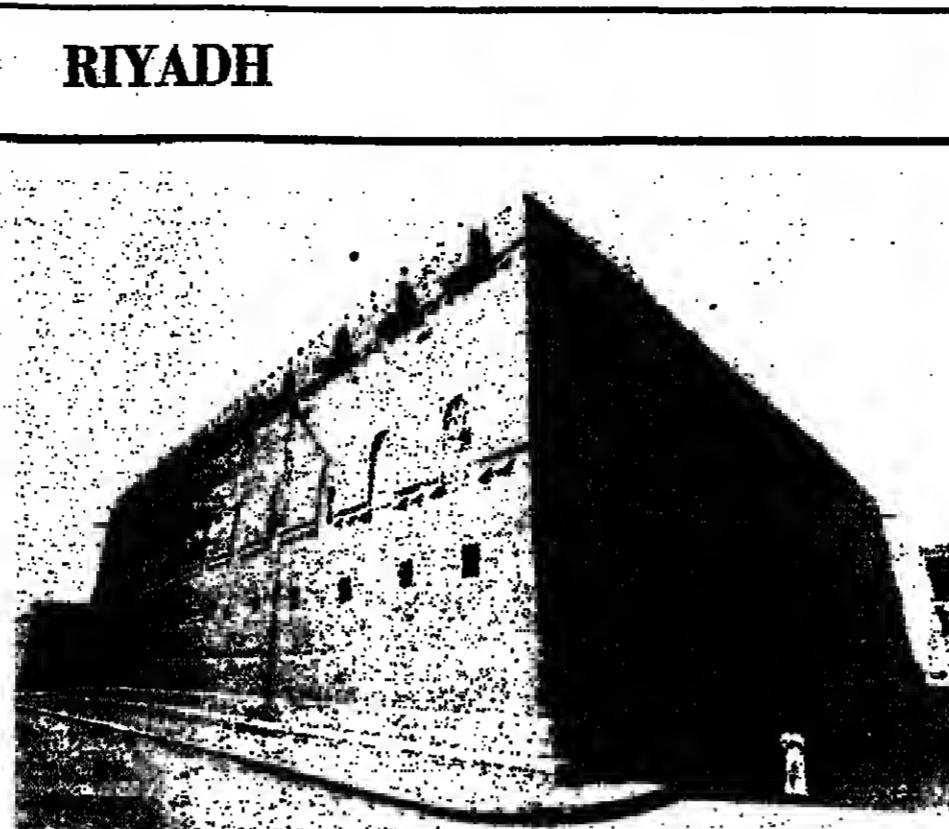
The Faisal era in Riyadh was an important chapter in the Saudis' efforts to modernize the kingdom without losing the political and social advantages of the strong Wahabist traditions.

Heir to the Saudi family's religious idealism, King Faisal also proceeded cautiously but emphatically to introduce Western technology. A Ford Foundation mission to Riyadh in 1954 started a long overdue administrative reform. Educational and health facilities started to multiply in the capital and other cities. More of the country's expanding oil revenues were channeled into productive investments.

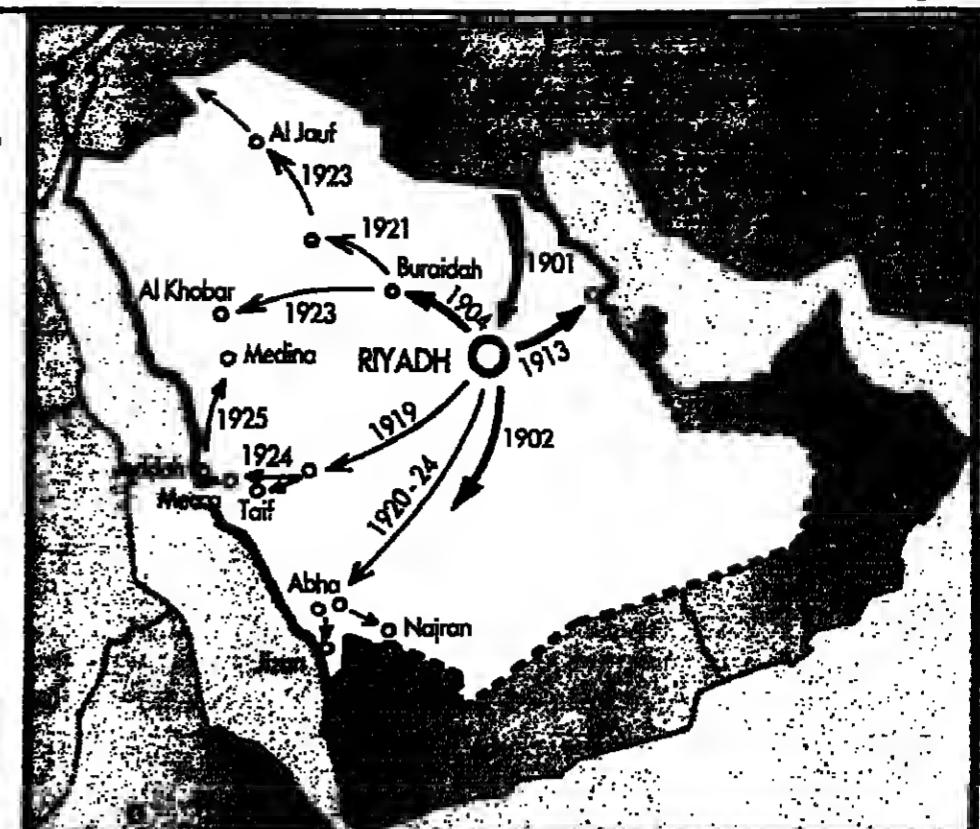
Political control remained highly centralized in Riyadh.

When King Faisal took over, Riyadh still had no radio station and no newspaper (they would appear in 1963 and 1965), and the main distraction was to drive to the airport on Fridays to meet the weekly jet flight. There were so few cars that families could picnic on the few paved roads, like 60 Street, a 60-meter-wide (65-yard-wide) road opened in 1954. Riyadh was "a friendly place" for the handful of foreign residents, one of them recalled recently.

Until recently, the main landmarks in Riyadh were the palaces of leading members of the royal



The former Saudi royal palace in old Riyadh.



SAUDI ARABIAN EXPANSION 1902 - 1934

family. (Most still exist since Arabs feel that it dishonors even the dead to destroy his house deliberately.)

King Abdul Aziz's favorite palace was Murabba, built in 1936 using the traditional mud-brick techniques of central Arabian architecture and preserved today as a national monument.

The most remarkable one stands in the center of Riyadh's wealthy suburb Naseriyah — the Hamra Palace built for King Saud. David Holden has left a vivid description of it: "A pink-washed palace big

enough for a Sun King, with Persian carpets by the hundreds covering its acres of marble floor. In its gardens, vast fountains played by night and day, thousands of rose bushes made the desert bloom. Turkish tiling, French brocade, giant Spanish lanterns and Chinese vases as big as a man. Rosenthal dinner services for 500 or 1,000 people and gold and silverplate by the ton. Nearly £10 million went into its construction and sumptuous furnishing in the mid-1950s. More precious oil revenue was

spent on a surrounding complex of satellite palaces, harem quarters, a mosque for the royal family, a school for its progeny, a hospital for its household, and a barracks for the bodyguards employed to protect it. Around all this was built a pink-washed wall, 15 feet high and seven miles long, with a triumphal archway for an entrance — today the center of a busy traffic intersection."

In contrast, King Faisal lived almost modestly in a gray building on the Medina Road.

The Greek urbanist, Constantine Doxiadis, became an influential consultant about Riyadh's future. He recommended razing the old town to build a glittering, geometrical metropolis. But the sole idea of his to be put into practice was to plan a major airport sited a long distance away from the city. Riyadh itself started on the urban sprawl that was to accelerate spectacularly in the 1970s.

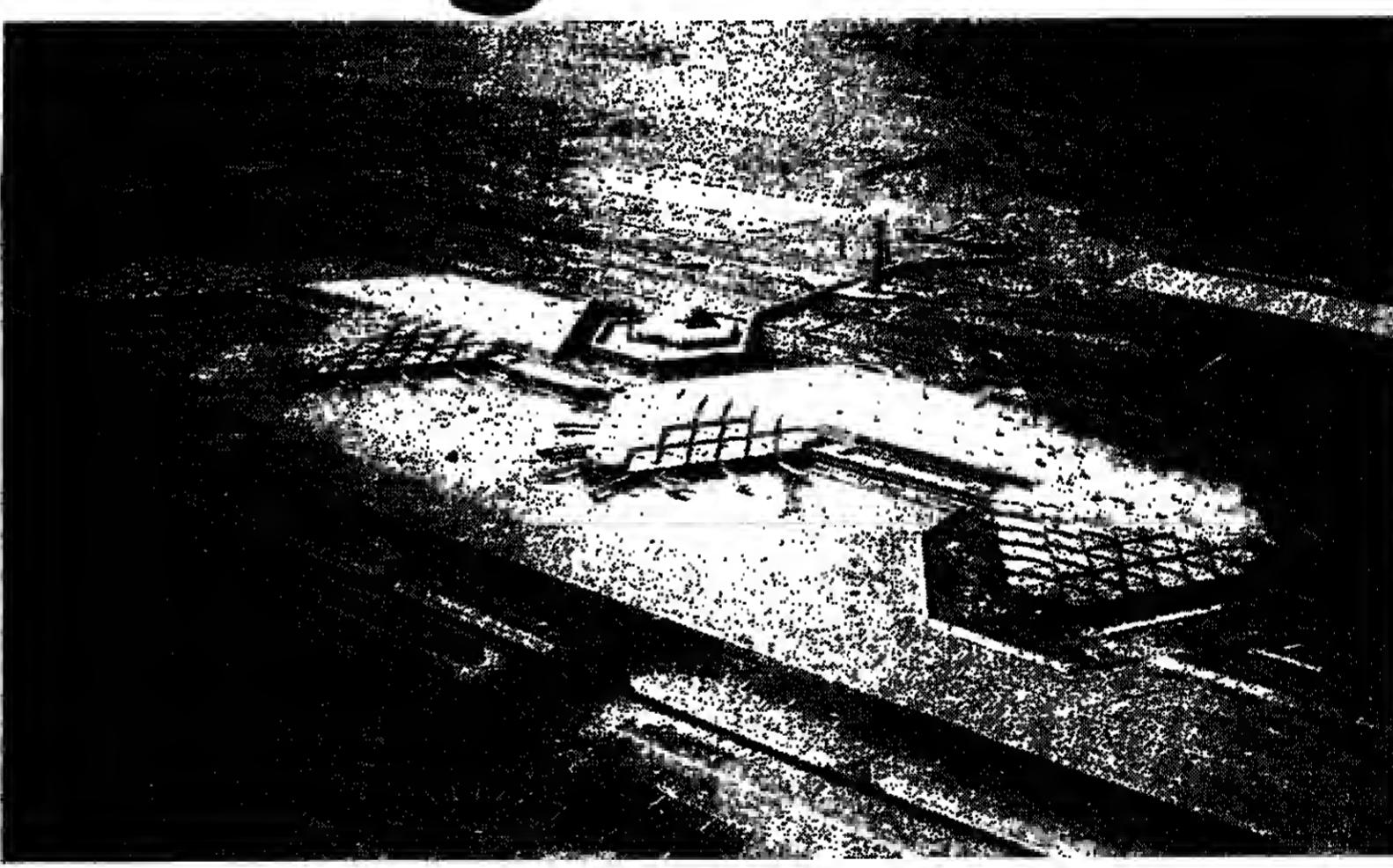
This tension between the need for change and the pressure to modernize came to a tragic climax in Riyadh in March 1975. King Faisal was assassinated by a nephew, who was partly motivated by a desire to avenge his brother, killed in 1965, when fanatic conservatives unsuccessfully attacked Riyadh's first television station.

King Faisal was shot in his weekly *maglis* — a desert tradition of receiving any male Saudi, which the king had preserved. Riyadh's first television station.

King Faisal was shot in his weekly *maglis* — a desert tradition of receiving any male Saudi, which the king had preserved. Riyadh's first television station.

King Faisal was shot in his weekly *maglis* — a desert tradition of receiving any male Saudi, which the king had preserved. Riyadh's first television station.

# BECHTEL Congratulates



**H. M. King Fahd Bin Abdul Aziz,  
Crown Prince Abdullah Bin Abdul Aziz,  
Prince Sultan Bin Abdul Aziz,  
The Royal Family And The People Of Saudi Arabia**

On the occasion of the opening of the new King Khaled International Airport, a remarkable tribute to the men whose foresight, skill and tenacity brought it into being.

It is a major contribution to the economy and the environment of the Riyadh region and a monument to the art, culture and hospitality of Islam and the Kingdom of Saudi Arabia.

As airport planner, designer and construction manager

Bechtel has worked closely with Major General Said Y. Amin and the Presidency of Civil Aviation in carrying out the project, beginning with the conceptual work in 1974 and continuing to on-time and on-budget completion of Phase I this year.

Bechtel takes great pride and pleasure in the role it has been privileged to play in supporting PCA's work, and in offering congratulations to all those responsible for the Kingdom's great success in creating and opening the King Khaled International Airport.





BALANCE SHEET AS AT 30-6-1403H - 13-4-1983

Capital & Reserves.	SR. 2,900 Million
Deposits.	SR. 20,464 Million
Total Assets.	SR. 42,225 Million

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## RIYADH

### GCC: The Move Toward Gulf Unity

Special to the IHT

RIYADH — The formal establishment of the Gulf Cooperation Council, known as the GCC, in May 1981 was seen as one of the most positive moves toward Arab unity for many years. The council's goals are the social and economic integration of its members and an independent defense capability. The council's secretariat is based in Riyadh.

The idea of Gulf unity is hardly new; the first recorded initiative was in 550 B.C. when Arab tribes of the area joined against the Persians. The formation of the GCC sprang from the Arab Gulf states' recognition of their vulnerability to common external threats and their wish to work together for economic development. In 1976 the crown prince of Kuwait called for "the establishment of a Gulf union with the object of realizing cooperation in all economic, political, educational and information fields... to serve the interests and stability of the peoples in the regions."

GCC pronouncements since its formation have shown a remarkable degree of unanimity. Great emphasis is placed on each state's equality of status within the organization. Bahrain, the smallest state has the same voice in councils as Saudi Arabia, the largest. The choice of Riyadh rather than one of the other Gulf capitals as the site of the GCC secretariat is seen as acknowledging the city's status as an important Arab capital with a global role rather than simply reflecting Saudi Arabia's position in the GCC.

The headquarters building itself stands on Riyadh's prestigious Airport Street in company with the Saudi Arabian Monetary Agency and the ministries of defense and interior. The secretariat is already outgrowing its modern 10-story office block; the GCC's future home will be on Riyadh's new diplomatic quarter.

There is at present a headquarters staff of 200, drawn from all six member countries. The workload generated by ministerial and official meetings is growing. In the past year in Riyadh alone there have been over 40

meetings covering everything from discussions on a unified agricultural policy to the upbringings of Gulf infants. Recruitment of staff has been difficult because of the small pool of qualified people available in member states whose own bureaucracies are often short of manpower.

There is almost daily mention of GCC activities in the Saudi media; both public and private sectors monitor developments closely. The Riyadh business community's interest is naturally centered on economic matters and the implications of the Unified Economic Agreement. There are of course some reservations, but as a whole Saudi businessmen recognize that the GCC will bring them new opportunities and accept that there is room in their own market for the activities of businessmen from other states. This commitment to the GCC seems firm; one leading Riyadh entrepreneur said recently: "We are the same people with the same needs and we belong together." There is obviously some relief among those concerned with large scale industry that the GCC will consolidate the work begun in the mid-70s to avoid unnecessary implication of Gulf industries. The GOIC (with Iraq) was formed for this purpose in 1976 and it is now accepted in the councils of the Gulf industry ministers that members will avoid new projects that conflict with industries already established in other states. Saudi Arabia, for example, has shelved plans for an aluminum industry that would have undermined that of Bahrain and has cut back its steel-making capacity to avoid swamping that of other states.

Saudi officials acknowledge that there will be difficulties in enforcing various clauses of the economic agreement but see no reason for not meeting the target date of June/July 1986 for full implementation. They point to the achievements that have already been made: the establishment of the Gulf Investment Corp. funded equally by all states; the creation of common minimum and maximum external tariffs; the transformation of the Saudi Arabian Standards and Measures authority into a Gulf organization and the

agreement for the bulk-buying of rice negotiated in January 1983.

On the defense front, the recent combined military exercise in the United Arab Emirates was enthusiastically supported. It was on a small scale but an important symbol, underlining the concept of self-reliance. Consultations within the Defense Committees are likely to lead to much greater degree of integration between the separate forces of the GCC and toward some rationalizations of equipment procurement.

For all its members the GCC is important as a vehicle through which they can coordinate foreign policy and so speak with one voice on regional matters and act as a moderating force offering a forum for the settlement of regional dispute: the settlements within the GCC framework of the long-standing conflict between Oman and South Yemen and the solution to the Bahrain-Qatar dispute over the Hawar Islands are examples of this role. The GCC could also have a part to play in efforts to resolve the Iran/Iraq conflict.

While for the present the efforts of the GCC are focused on the harmonization and integration of the member states' economic and social structures, the organization is outward looking and will in time be keen to develop links with other regional groups such as the European Community, the organization on which it has modeled some of its policies. The good relations of Saudi Arabian and Oman with the United States and Kuwait's diplomatic relations with the Soviet Union enabling the GCC to maintain links with both superpowers while avoiding falling into the orbit of either.

The GCC's greatest achievement is probably its very existence. It is now consolidating its organization and systematically implementing some far-reaching decisions. What its future will hold as the region around it develops and the member states get into the deeper waters of economic, political and military integration is not possible to forecast. But in the Riyadh secretariat there is a strong, if cautious optimism about the future.

### University Set to Move to New Campus

By Michael Ritchie

RIYADH — Students of more than 70 nationalities attend Riyadh's King Saud University.

About 20 percent of the university's 18,000 students are non-Saudi, coming mainly from Arab countries such as Sudan and Somalia, but including some Americans and British, mainly there to study Arabic.

The kingdom's oldest university, King Saud University is poised for a massive upheaval. Its various colleges are now scattered around the capital and have outgrown their premises. Scheduled for the academic year 1984-85 the university will move to a \$5 billion, 9-square-kilometer site on the outskirts of the capital, near the ruins of Diriyah, the birthplace of the kingdom.

The university is at the heart of the kingdom's urgent manpower training program. Eventually, it will turn out 7,000 graduates and trained technicians a year, helping to reduce the dependence on foreign skilled labor.

The university's president, Mansour al-Turki, 40, said: "We want it to be the best university in the Arab region. In fact we have no excuse not to be the best because we have the financial backing."

A former deputy finance minister with a doctorate in economics from the University of Colorado, Mr. al-Turki has played a major role in setting up the new campus and in scaling down some of the unrealistically ambitious elements of the initial plan. For example, the original cost projection of \$7.5 billion for the student housing, student services center and general infrastructure was halved after some redesigning and tough negotiations following Mr. al-Turki was appointed president in 1979.

The new campus will be the best equipped in the region. It will have a domed planetarium with a simulated cosmos that will be the most sophisticated in the world outside the United States, the university's observatory director, Fadel Ahmad Noor, said.

The planetarium will house a multimedia space theater, telescope, atomic clock, laserium and science museum, he added. Equipment is being supplied by Spitz Space Systems of Pennsylvania.

The computerized facility will be used to teach astronomy and other sciences to students and it will also be used by industry and military researchers, Mr. Noor said.

Some parts of the campus are already in use. Several thousand students and staff are living in university housing and the King Khaled Eye Hospital, centerpiece of the university's advanced medical studies center, is operational. The hospital includes a lecture theater where 400 students can watch operations on closed-circuit television.

The campus has a planned student population of 21,000. It was designed on the basis of a ratio of one professor to 10 students so there is plenty of room for expanding the student body, Mr. al-Turki said. About a quarter of the 1,000 professors are Saudi nationals.

Formed in 1957 out of an existing college of arts that had 21 students, the university was for many years known as Riyadh University. It was changed in 1981 to King Saud University, named after the monarch who opened the original establishment during his short reign.

In 1958, the science college opened, followed by colleges of administrative sciences and pharmacy, agriculture, engineering and education (both started some years earlier as joint projects between the education ministry and UNESCO and were incorporated into the university). The college of medicine was started in 1969.

An Arabic language institute was set up in 1974 for the growing number of non-Arabic speaking students attending the university.

Over the years the university has expanded to 12 colleges with more than 76 departments. In 1981, a computer studies department opened. It has agreements with Toronto University for engineering and with Colorado University in medicine.

"King Saud University is the first choice for most Saudi students, and we can take only about half of all the students who apply," Mr. al-Turki said. "King Saud is regarded as science-oriented. King Abdul Aziz University [in Jeddah] specializes in the liberal arts."

The most popular studies at King Saud are business, economics and engineering. "We offer

### The Capital Symbolizes an Islamic Idea

(Continued From Page 11)

ments of paradox. Catholic masses may be celebrated on strictly private premises, but the red cross on a belt of Islam, may be blacked out at the corner grocery. The ready availability of birthday cards, candles, even party hats and balloons flies in the face of the anti-birthday laws. Women are not issued driving licenses but bedouin women are allowed to drive the pickup trucks that are fast replacing camels in the deserts. At least one prince, Talal ibn Abdul Aziz, has predicted that women will eventually be permitted to drive in the city.

Supermarkets, trying to abide by the laws and keep business brisk, have resorted to compromises when faced with prayer-time closing. Instead of expelling all the shoppers five times a day, some of the bigger markets simply lock their doors and give the cashiers a break at prayer-time, leaving those inside to stock their

cars with no escape while small crowds gather outside; in a masterstroke of diplomacy, large carpeted areas are provided indoors for those who do decide to pray. And books on mysticism, Islam and the evils of alcohol are legal and saleable whereas even references to these are deleted from newspaper crosswords — leading to allegations, in the column of the daily Arab News, that the real challenge was now to complete the puzzle itself and then go back to fill in the missing clues.

The question of the impact of religion on the daily lives of non-Muslims — and vice versa — comes down to the question of liberty and privacy. Supermarkets are just a little too public to escape restrictions; hotels fall into the private sphere (legally regarded as residences, their restaurants are not subject to closing for prayers). Saudis are fond of pointing out that a reasonably well-connected foreigner can enjoy much the same life here that he has in Long Beach or Boston; that the public ethics of the 1950s, for which the United States every so often shows nostalgia, are prudish even by Saudi standards; that the U.S. was "soft" as any Islamic state only 50 years ago, and that the benefits of a virtually crimeless society have been bought cheaply — no handbags, no pornography, serious punishments, and total faith in the Koran and Sunna. Liberty and privacy are, Islamically, sides of the same unalloyed coin.

It is this aspect of Islam, its comprehensiveness, in governing not only the spiritual life but also politics, commerce, worship, warfare, diet, and so on through the whole sphere of human activity, that makes Riyadh a bazaar rather than a melting pot. Everyone must conform by the same rules. The differences between indoor and outdoor behavior are not perceived to represent contradiction or hypocrisy but the inbuilt loopholes of a Muslim society civilized enough to know that anything does not go.

### Engineering: Defying Time and Climate

(Continued From Page 9)

aterials with a computerized schedule, enabling project managers to know at any moment precisely where any item or order was.

All contractors provided copies of purchase orders to the logistics office. Materials were tracked by a General Electric Mark III Procurement Tracking System, which was overseen by satellite through the preparation of shop drawings, manufacture shipment to the port of embarkation, preparation for ocean shipment on the loading dock, ocean voyage to Damman in Saudi Arabia, customs clearance and shipment by rail or road to the construction site.

Bechtel, which set up the logistics system and managed it, claims this method of centralizing supply deliveries saved millions of dollars in transport costs and avoided delays.

The supply system is being maintained for the

Presidency of Civil Aviation, which is starting work on an international airport in the Eastern province, the last major transport project in the kingdom for the time being.

Bechtel, a California-based firm, is the largest family-owned business in the United States. Its construction experience includes oil refineries, city planning, airports and nuclear power plants.

Bechtel's first project in Saudi Arabia, in 1944, was construction of the first refinery at Ras Tanura. It built a pipeline for Aramco, with which it has an annually renewed agreement for engineering services.

Bechtel and the Saudis coordinated the work of 150 contractors, including 27 Saudi companies, and 88 suppliers, of which 41 were Saudi companies.

Major problems included water supply and heat.

Four wells, each about a mile deep, were dug to supply water. The wells had to be supplemented with truck deliveries. A sewage treatment plant provided irrigation water for the imported greenery. Temperatures regularly reached 60 degrees centigrade (140 degrees Fahrenheit) in summer on the site.

More than 250,000 plants and trees have been imported to landscape the site. Twenty percent are kept at the airport's own nursery to provide replacement greenery.

Shrubs under special "growing lights" in the terminals are systematically rotated with plants from the nursery, which provides several square miles of controlled growing conditions.

The flowers and ground-cover vines help stabilize soil and trap dust that threatens to blow onto runways and into the airport buildings.

JOSEPH FITCHETT

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## RIYADH

## Khaled Eye Hospital Sets Urgent Priority On Disease Research

LONDON — About 90 percent of Saudi Arabia's citizens suffer from eye diseases that if left untreated could lead to blindness. This finding of initial research by the King Khaled Eye Specialist Hospital in Riyadh underlines the urgency behind the provision of first-class eye treatment services in the kingdom.

Toward the end of 1983 the eye hospital is planning to send research teams to all areas of the kingdom to gain a clearer picture of the scope of eye disease. A big problem is trachoma, an eye disease easily controlled in the early stages but virtually impossible to treat in the later stages. An easily transmitted disease, trachoma is considered endemic in Saudi Arabia.

No expense has been spared in setting up the 263-bed hospital. A hospital official described it as the best equipped of its kind in the world. Saudi Arabia's eye disease problems are reflected throughout the Middle East, and it has always been the government's intention to establish Riyadh as the Arab world's center for eye treatment and research," he added.

Located on the outskirts of the capital, near the new diplomatic quarter and King Saudi University, the hospital's 10-story, white, marble-clad building is a prominent landmark in Riyadh. The building houses modern laboratories, laser and scanner equipment, and 12 operating rooms, each equipped with microsurgery equipment. There is a large outpatient department.

The compound includes housing for up to 1,500 staff. At present there are about 1,100 staff including 80 doctors, mostly American plus a few from Britain. There are about 20 American postgraduate students doing research. The teaching staff is mainly from the United States, the United Kingdom and the Philippines.

The hospital is owned by the Ministry of Health, one of several state agencies, which with an important private sector, provide health services in the kingdom. It was built at a cost of about \$175 million by a local contractor, Saudi Oger. Design were by a Houston-based firm, Caudill, Rowlett and Scott.

A 40-month contract to manage the hospital was awarded in mid-

1982 to a joint venture between American Medical International's local affiliate, AMI Saudi Arabia and the Riyadh-based General Arabian Medical and Allied Services (GAMA). Set up in 1979, AMI Saudi Arabia is 40-per cent owned by the U.S. firm and the rest by Saudi interests. The chairman is a local businessman, Khaled Alireza. The company also operates and manages the 355-bed King Fahd General Hospital at al-Baha, providing health services for the smallest of Saudi Arabia's 14 administrative districts.

GAMA is owned by a Saudi entrepreneur, Fahid al-Athel. It recently won a management consultancy contract for the Ministry of Defense and Aviation's hospitals at Riyadh and Al Kharj. The job previously was done by the Allied Medical Group of Britain.

The eye hospital started accepting patients in 1983 and has been "building up slowly and conservatively," a hospital administrator said. By the beginning of November it was "nearly 100 percent operational, two months ahead of schedule." The hospital is due at any time to be officially opened by King Fahd. As a specialist hospital the King Khaled hospital takes referrals from all health ministry hospitals and clinics in the kingdom. In the next 12 months the hospital will be open to referrals from all Arab countries.

The hospital's medical director, Dr. David Paton, 52, is former chairman of the ophthalmology department of Baylor University in Houston and is regarded as one of the world's top eye specialists. Dr. Paton founded Project Orbis, an operating theater in an aircraft that flies around the developing world teaching eye surgeons the latest techniques.

Dr. Paton is creating a residency training program at the hospital to teach Saudi and other Arab doctors the state-of-the-art eye surgery. The hospital also has an academic affiliation with the King Saudi University's medical school.

At the end of January 1984, the hospital will hold its first international ophthalmology symposium which it hopes will attract leading eye specialists worldwide.

— MICHAEL RITCHIE



Ready to go: Young Saudi swimmers.

## Another Saudi Boom: Sports

By John Smith Wenrich

RIYADH — Saudi athletes are emerging as top contenders in the Arab world. Nowhere is this more apparent than in Riyadh, sports center of the kingdom. The government's General Presidency for Youth Welfare last year pumped 162 million Saudi riyals into 13 federations and sports clubs in Riyadh and throughout the kingdom.

Boys as young as six years old participate in the clubs. Sports facilities are the latest in equipment from pools to stadiums seating 35,000.

For hundreds of years, Moslems have been advised to be skilled in three sports: Shooting, swimming and horsemanship. And although camel racing and falconry, traditional sports in the desert, remain popular, stars such as Majed Ahmed Abd-ullah, 24, a soccer player known as the "Pele of Saudi Arabia," have developed a following.

There are 53 Saudi basketball clubs; 58 boxing, bodybuilding, weightlifting and wrestling clubs; 90 cycling clubs; 3 fencing clubs; 154 soccer clubs; 55 gymnastics clubs; 69 handball clubs; 31 water-sports clubs including waterpolo; 132 track clubs and 123 volleyball clubs as well as Karate, shooting, tennis and table tennis clubs.

"Ten years ago we were nothing in sports," said Mr. al-Ruwashid. "Now we have developed ourselves."

Abdullah M. al-Athel, assistant deputy of financial affairs for the sports presidency, said the success of Saudi sports programs was attributable to planning and to the construction of new sports facilities. Mr. al-Ruwashid predicted that in 10 years, "We will have a great position among the top 10 countries in the world of sports ... in everything from players, coaches, and facilities."

## Foreigners: Time for Desert Wandering, Discovery of a Culture

Special to the IHT

RIYADH — A vital piece of advice given to new foreign residents in Riyadh is, "If you get lost, follow the planes." But after the new King Khaled International Airport opens, this will become outdated — the planes may well change their flight path and the drivers who can confidently relocate themselves by a sighting of a Saudi flight swooping in low from the south to land just northeast at a point where many of Riyadh's arteries meet, will soon find that there is less need for navigation by Saudi's help.

The complex of new roads linking the airport with the city and the main routes radiating across the kingdom are almost completed, lit, tree-lined, and above all, are indicated in Arabic and English.

Driving around in a city where a new flyover or roadway opens daily is an interesting pursuit, and one bonus is a chance to look at the many new buildings being completed for private or corporate use — some updated versions of traditional Islamic architecture. In Jeddah, there are some spectacular modern structures. The slender minarets of some of the new mosques provide not only a reminder of the kingdom's traditional Islamic heritage but also a welcome break in the modern skyline of nodding cranes.

There are new shopping centers to visit in all the main cities, which foreigners find much cleaner as well as much bigger than they imagined. Even in the crowded *souq* areas, where one can buy everything from a priceless oriental carpet to a cheap digital timepiece that doubles as a ballpoint pen, there are crossways provided at strategic intervals. Recently, as part of a special effort to keep the city clean, employ-

ees of the waste-disposal company in Riyadh risked life and limb delivering little plastic litter bags to motorists waiting for the traffic lights to change.

The supermarkets have gleaming racks of goods from all over the world, as well as many locally produced dairy and bakery products. Some of the luxury furniture stores are more museums of modern taste than mere places to buy a sofa and some lamps. Traditional *souq* have been modernized in places but are still divided by commodity — gold and silver, tents, fish, falcons, ladies' caftans — long dresses, which by custom are worn by all women out of the home — cassettes, electrical goods, camels and sheep, charcoal and carpets. Just off the antiques *souq* is the area where the old men come in the autumn to buy their winter cloaks — known locally as *farras* — for cold desert nights.

There is considerable difference in the lot of an expatriate resident in Riyadh with his wife and family, possibly living in a modern villa on a compound, and his colleague on bachelor status. The latter is frequently accommodated in a mess or hotel, and lacks home as a base to entertain friends — eating in is still more popular than eating out in spite of the many new restaurants. He also has more time on his hands as his married colleagues have to drive the family car on all outings — women are not granted driving licenses.

Riyadh can be a welcoming place once initial effort is made, and there are reasonable sports facilities. Most people have access to a private swimming pool; and large compounds offer squash and tennis. There is some golf, noncompetitive running, water polo and riding. Jogging is not necessarily practical in a city

## Social Life: The Bashkoh Clubs

RIYADH — The most powerful old-boy network in Saudi life is the family — usually closely intermarried with another family or two and these days usually extended throughout the country as the families move with their jobs. In politics and business, a typical Saudi puts his trust foremost in his sons and brothers, his cousins and nephews, and social life, Saudi style, often takes the form of family gatherings.

Networks of a new kind, however, are growing in importance as modern changes alter the habits of Saudi Arabians, particularly the younger generation. One of the most interesting and least-known new groupings is the *bashkoh* — a slang world meaning roughly "our crowd" and signifying a group of perhaps half-a-dozen friends with a common bond who gather regularly for friendly conversation.

"I usually spend several nights a week in my *bashkoh*," said a ministerial-level Saudi official in Riyadh. "My friends and I spend the evening together or else some *bashkoh* members and their wives have dinner together in one couple's house," he said.

Traditionally, *bashkohs* consist-

ed of relatives. But now there are *bashkohs* whose members come from different social backgrounds but have some shared experience. Usually they went to secondary school together — the elite attended Victoria College in Egypt, in the 1950s — or went to university together, usually in Southern California, Arizona or Texas.

The *bashkohs* are changing with the shifts in Saudi society. An Arabic-speaking Westerner in Riyadh said that "the old-boy network based on having been to college together is very important among Saudi Arabians who went to the same place at the same time, and these groups are informally organized in *bashkohs*.

"But," he added, "these bonds are loosening as more Saudi Arabians get their college educations in the kingdom and as the students who still go abroad are spread out to a much wider range of U.S. universities."

*Bashkohs*, he predicts, will continue, but new networks will emerge among Saudis with similar views based on similar experiences inside the kingdom and reflecting a new sense among many Saudis of the need to protect themselves and their society from the foreigners and foreign influences that often appear overwhelming in Saudi Arabia's cities.

— JOSEPH FITCHETT

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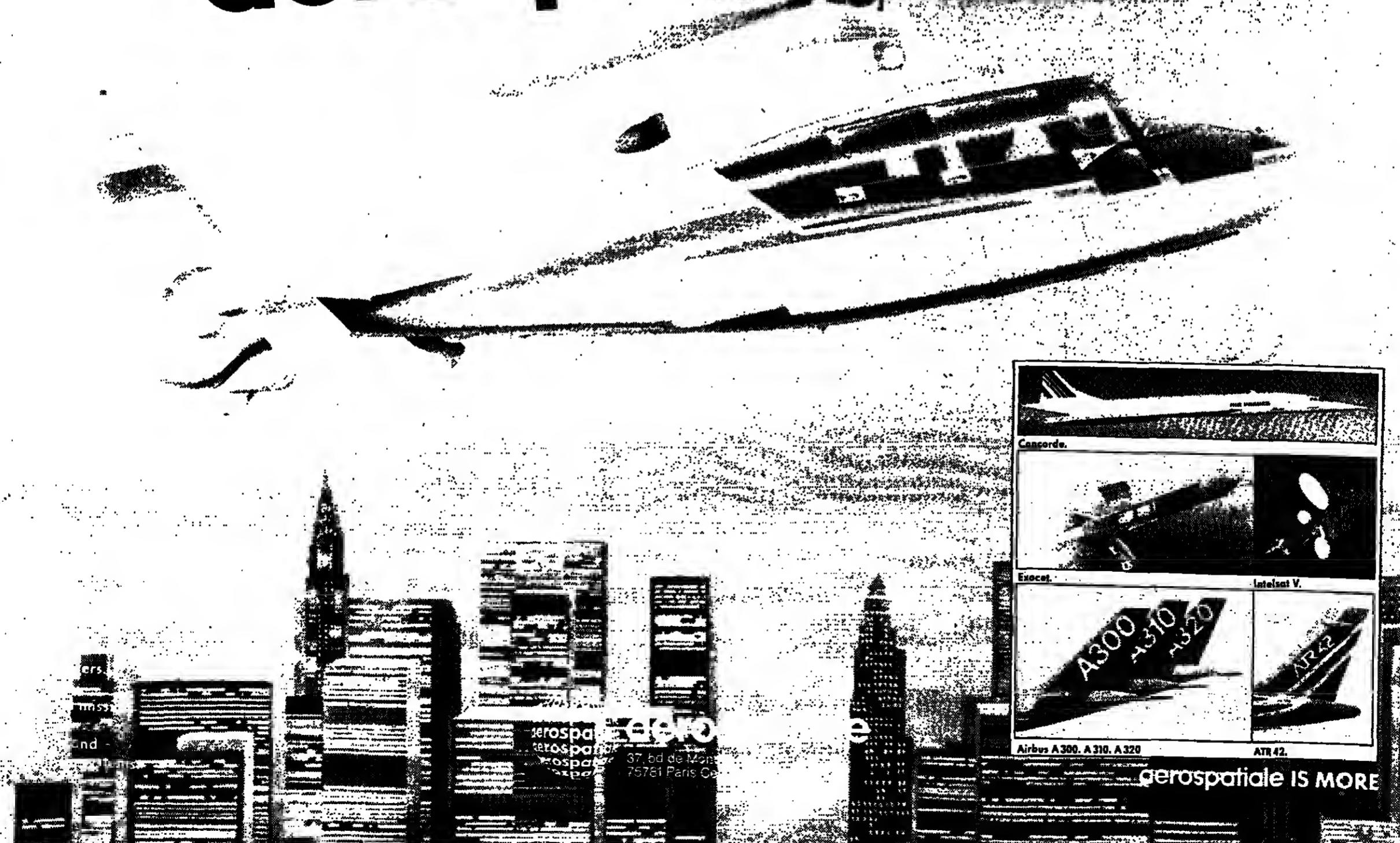
and their temporary guests, which has been made inevitable in a country where companies have grown large and impersonal, and expatriates have tended to congregate on new compounds. Those who live in local villas find that the traditional Saudi traits of hospitality are very much alive. The language barrier is more obvious among women than men. Very few women expatriates have much command of Arabic, which does restrict their horizons. But even their husbands see their own halting phrase being needed less and less in a country where the young are often fluent linguists.

At weekends, many expatriates and Saudis head for the desert, given enough expertise and suitable vehicles. The varied scenery, from stark escarpment and flat plain dotted with acacia to green date groves and sand dunes that change color from red to brown, attracts rare and interesting wildlife and flowers. There are gullies to explore and fossils to find. Campers can fall asleep under the stars with only the boot of an owl to break the silence and the only reminder of today's technology the twinkling red satellites crossing the sky.

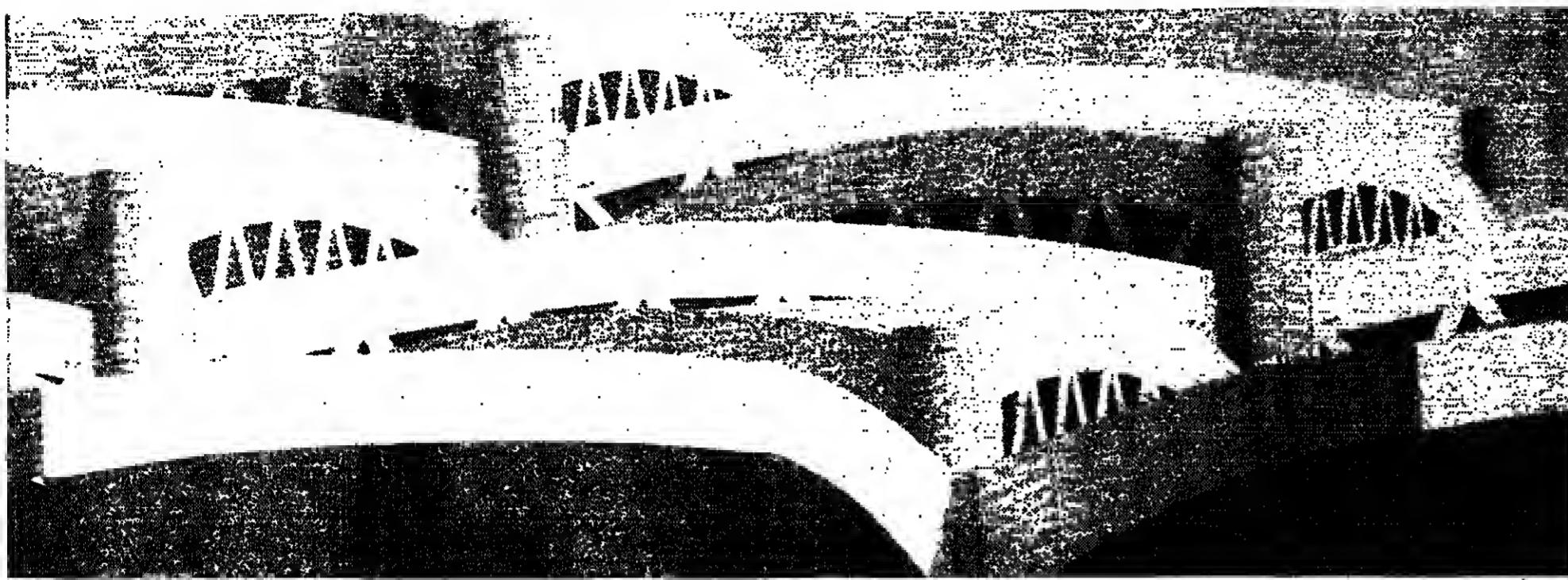
There is some company from bedouin families, in traditional black tents with flocks and water tanks outside, and the occasional coachload of Korean or Filipino picnickers in some seemingly inaccessible gulley. However far from the city though, one is still aware of the presence of Islam, whether it is the sight of a tiny village mosque or a few Toyotas parked alongside the busy highway while their drivers sink to their knees in the direction of Mecca for the sunset prayer, far from the sound of the minarets.

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## RIYADH



Detail of the roof of the airport passenger terminal.

## Capital Becomes Focus Of National Prestige

(Continued From Page 10)

supervised by the Committee for planning set up in 1978, chaired by Prince Salman. Urban planning remains makeshift because most of the land is owned by royal princes, there is no zoning and everyone with influence wants his place in the sun. But the committee is gradually imposing a feeling of order.

The committee's plan to renovate the old city center is an important and tricky operation of urban renewal. Tricky, because it will be one of the last fabulous series of contracts in the capital where the trickle-down form of wealth has slowed. Important, because it represents an attempt to preserve a traditional setting for Riyadh, under the growing pressure of foreign influence.

The plan is to raze most of the existing center — 70 percent of it has become unlivable because of the dense traffic there around the souks and government offices, a sponsor of the plan said — and then rebuild the bazaars, homes and offices in traditional but more spacious architectural style.

The question, of course, is whether this planned center will come alive. A similar attempt at restoration in Jeddah, for example, has had trouble attracting Saudis back to the center once they have tasted the pleasures of suburbia, with its emphasis on the automobile and family living.

Prince Salman obviously is eager to maintain an urban environment and spirit in Riyadh despite its sprawling growth. He has urged foreign workers once encamped on the outskirts to move into town, a move that would reinforce the tentative cosmopolitanism emerging in the range of restaurants with national cuisine from Lebanese to Mexican and the choice of imported goods in shops.

But Saudi thinking is unmistakably divided on the question of cosmopolitanism, which many conservatives see as a threat to the Saudi spirit.

The decision to put all foreign diplomats in one neighborhood, for example, has met with a mixed reception. While most diplomats are ready to sacrifice the seaside distractions of Jeddah for Riyadh many of them are disappointed at the thought of living in a diplomatic ghetto in a Riyadh suburb.

This pattern is not unique to Saudi Arabia. Similar segregated quarters are being prepared in Iraq — for security reasons — and in Bahrain, where the government wants to offer embassies choice sites on newly reclaimed seaport property.

In Saudi Arabia, the desire to provide good Western-style facilities for diplomats is probably less important than a wish to avoid friction between foreigners enjoying diplomatic status and some extremely conservative Saudi Moslems who might resent the influx of 100 embassies.

Potential friction between foreigners and Saudi conservative ways is always present. It resurfaces regularly in incidents where Westerners are sent to Saudi jails, a practice that Saudi leaders cannot publicly modify without disavowing their own claim that Saudi justice, while tough, is equal for all.

Beneath these incidents, many Saudi Arabinians show symptoms of feeling threatened in their own country by the substantial foreign colony in their midst. One way to meet this pressure is to reinforce conspicuously the special Islamic and Arab nature of the city — a practice that some critics compare to the phrase attributed to King Abdul Aziz to the effect that "as long as foreigners here only think about leaving as soon as possible, the kingdom is safe."

— JOSEPH FITCHETT

## Airport Architecture: Islamic Themes

(Continued From Page 8)

and spaces all designed to be Islamic in spirit. "I think that the airport and King Saud University may be the most important work I have ever done," he said. "They gave me a chance to think deeply about the subject matter, and I had the freedom to work on the design and properly develop it. And for an architect to have the commission to do a whole new airport or university from scratch is a tremendous opportunity."

"It has really increased my palette," he said.

Mr. Obata was born in San Francisco, the son of a Japanese artist, Chiura Obata, who went to America to paint its mountains, deserts and coast lines.

"He painted on silk," said Mr. Obata. "He was trained in the apprentice schools of Japan but decided when he was 20 to come to America to paint. There he was, in 1900, walking down Market Street in a kimono, speaking no English."

Eventually, a friend invited him to Berkeley to teach at the University of California, where Mr. Obata himself began studies.

World War II and the anti-Japanese hysteria on the Pacific coast intervened, however. "Pretty soon, as a Japanese-American couldn't go from Berkeley to San Francisco without getting Army permission. And then one day there were notices on the telephone poles throughout 'Japantown' telling all Japanese-Americans to get rid of their personal possessions and to bring their clothes and meet at a certain bus station

"My father was perhaps wiser than most and realized that internment might last longer than we all thought, so I applied to other schools and was accepted at Washington University in St. Louis, I left Berkeley on the eve of my family's departure for the camps."

Mr. Obata got a bachelor's degree in architecture from Washington University in three years and went to Michigan to study for his master's degree with Eliel Saarinen. It was with Mr. Saarinen that Mr. Obata began to approach design as philosophy rather than as style, believing that solutions to architectural problems came from the inside from a program that made each building unique.

After Army service in Alaska and four years in the Chicago office of Skidmore, Owings and Merrill, where the Chicago school and the Bauhaus movement became added influences on his work, Mr. Obata returned to St. Louis as the chief designer for Hellmuth, Yamasaki and Associates.

Leinweber. In 1955 the practice split up, with Minoru Yamasaki taking control of the Detroit office and George Hellmuth, Mr. Obata and George Kassabaum forming a new firm in St. Louis.

Establishing HOK's connection to the Middle East proved as involved as Middle Eastern lineage. One of the HOK partners had a friend whose daughter had married a Lebanese lawyer by the name of Roger Eddé who in turn introduced them to Prince Saud ibn Fahd ibn Abdul Aziz, the king's son and a grandson of the nation's founder Ibn Saud.

Prince Saud's company, Universal Trading Establishment today represents HOK in the kingdom for a standard agency fee rumored to be 5 percent.

Today, with the death in 1982 of Mr. Kassabaum and the semi-retirement of Mr. Hellmuth, Mr. Obata is president and chairman of the board. But, Mr. Obata said: "The structure that we established will assure the continuance of the firm."

"It was a perfect combination. Hellmuth did the marketing. He loved it and no one did it better. Kassabaum was responsible for operations and production and I was responsible for design. It's a perfect model for a new firm to follow."

The careers of Mr. Obata and Mr. Yamasaki continue to overlap. The first modern airport in Saudi Arabia, Dhahran International Airport, dedicated in 1961, was designed by Mr. Yamasaki. After Mr. Obata's Riyadh airport, the only major airport remaining to be built in the kingdom will be for the Eastern province. The architect is Mr. Yamasaki.

Political problems inherent in basing U.S. combat forces, and their need for ultimate reliance on over-the-horizon reinforcements.

The new Saudi basing and C-3I system will confront any potential adversary — from South Yemen to the Soviet Union — with the prospect that the United States can provide as many as two to three wings of air reinforcements in a matter of days that will immediately be able to operate with a fully effective and compatible C-3I system.

Political problems inherent in basing U.S. combat forces, and their need for ultimate reliance on over-the-horizon reinforcements.

The key ground-based portions of this C-3I system will cost Saudi Arabia roughly \$4.6 billion, and the ultimate cost will be much higher since the actual system will include additional hardened command facilities for each military service and the National Guard.

These will be centralized at Riyadh, but other key facilities will be built throughout the kingdom. As a result, the true cost of the entire system, including the E-3A and tankers is likely to be well in excess of \$12 billion.

Creating such an advanced C-3I system is involving the United States and Saudi Arabia in the most complex single planning and contracting activity in the history of U.S. military assistance.

Massive changes and significant cost savings have had to be made since the U.S. Congress approved the Saudi Air Defense Enhancement Package in the fall of 1980. Both the United States and Saudi Arabia have had to learn to cooperate on a new level, to alter contracting procedures and to simplify their plans.

Even so, the new system will be so advanced that it involves significant technical risks and so expensive that it is forcing Saudi Arabia to seek its first major technology transfer program to help reduce costs.

The system also promises to create major management and training problems for Saudi forces. It also poses a stiff challenge to the United States to ensure that Saudi Arabia gets what it pays for.

The new system is, however, the only way that Saudi Arabia can assume its own defense. Saudi Arabia's manpower limitations force it to choose state-of-the-art automation. Without the ability to use such an advanced C-3I system as a "force multiplier," Saudi Arabia would lack the fighter and land-based air-defense strength needed to defeat the kind of air threat that even a small state like South Yemen can build up by the 1990s. And it would lack the strength to enforce an unacceptable level of attrition on a much larger threat such as a rearmed Iranian Air Force.

Saudi Arabia's small neighbors — Bahrain, Kuwait, Qatar, Oman, and the United Arab Emirates — cannot place any confidence in either Saudi support or the Gulf Cooperation Council without the strength of the C-3I system will give the Saudi force in supporting and reinforcing other Gulf states.

Perhaps most importantly, the conservative Gulf states could never strike a balance between their need for sovereignty and to avoid the

## Business Traveling: A Guide to Riyadh

By Peter Theroux

RIYADH — As a stop for travelers, Riyadh offers competitive hotels and a variety of amenities. Following is a business traveler's guide.

• Hotels: Among the hotels are Marriot, Inter-Continental, both deluxe; Hyatt Regency Riyadh, Riyadh Palace of Trust House Forte, and Al Khazama of Swiss International and the Minhal, first class.

Hotel rates range from 300 Saudi riyals to 250 riyals for a single. All hotels add 15 percent service charge and surcharges of 75 percent on telephone calls and 40 percent on telex charges.

All of these hotels offer car rental and some form of travel agent.

• Travel: At present only Saudi Arabian Airlines services Riyadh.

Reserving seats on international flights can be a problem at Christmas and the moveable Moslem feasts of Eid al-Fitr, which falls in mid-July, and Eid al-Adha, around mid-September. The Saudi weekend is Thursday and Friday and it is advisable to book at least three days in advance for Wednesday, Thursday or Friday flights between Riyadh, Jeddah and Dhahran.

• Entertainment: Lacking theaters and discothèques, Riyadh offers various sports facilities. All hotels have swimming pools and health clubs. All have in-house video channels — the Inter-Continental has two — and bookstores. A car can be rented for the drive to Dairiyah, the old Saudi capital, about 10 kilometers (6.2 miles) from the city center for sightseeing among impressive ruins and palm groves.

• Shopping: The major souks at the southern end of Airport Street is a sprawling old bazaar with adjacent gold and silver markets. Gold is the best buy in Riyadh and is sold by weight regardless of workmanship, at prices roughly corresponding to the morning's international gold fixings.

Handmade carpets, Arab coffee pots, incense, sandals and other general bedouin artifacts can be had at the Deira market, at the clock tower square in the center city, also the site of beheadings on some Fridays.

• Driving: Illegal U-turns or running stoplights are punished by three days in jail. There are no posted speed limits. Hot-rodding is popular.

• Tips: Do not wear shorts in public. Crossing legs with the sole of one's shoes facing anyone is considered offensive as is shaking hands with the left hand, asking questions about Saudi women, or complaining about the taste of the slightly bitter, cardamom-flavored Arab coffee. When you have had enough, simply wiggle the tiny cup and the coffee pourer will take it away.

## Al Kharj Base Symbolizes Defense Effort

(Continued From Page 9)

States can rapidly reinforce Saudi forces with effective sensor and command links.

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of the inauguration of  
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Airport, the Saudi British  
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the Royal family and the people  
of Saudi Arabia in  
yet another milestone in  
the Kingdom's Development

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A ceremonial mall connects the royal terminal and the mosque at the King Khaled International Airport.

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— JOSEPH FITCHETT

## RIYADH

## Banking: Marketing the New Services

By Kevin Muehring

RYADH — Amid the dramatic changes sweeping through Saudi Arabia's banking sector, Riyadh is setting the pace in a major new trend: marketing new banking services to compensate for lower earnings on traditional operations.

Although Jeddah, the kingdom's traditional banking center, retains its commercial pre-eminence, Riyadh has special assets that explain its recent surge in the banking world. Proximity to government ministries gives access to major contracts, and Riyadh is probably marginally more profitable than other urban areas because there is a stronger aversion to accepting interest on deposits.

As a result, half of the dozen banks operating in the kingdom have headquarters in Riyadh: Arab National, Saudi American, Saudi British, Saudi Investment Banking Corporation and the newly created United Saudi Commercial Bank.

However, Jeddah will remain the financial center as long as National Commercial Bank and Riyadh Bank — the two big banks controlling at least 40 percent of the market between them — remain there.

Quiet official encouragement to emphasize Riyadh, however, has occasionally surfaced, since the Saudi Arabian Monetary Authority moved to Riyadh in 1978. This year, for example, when Riyadh Bank and NCB led a consortium of Saudi banks to issue Saudi travelers' checks, the Saudi Travelers' Check Company had to be headquartered in Riyadh, even though the natural main market is the pilgrimage gateway city, Jeddah, banking sources said.

The attractions of the two cities, however, are secondary to the major commercial trends becoming apparent.

After registering an average annual 26-percent growth since 1977, the consolidated assets of the banks increased by 12 percent in 1982, to \$36 billion. Growth in the first half of 1983 reached \$38.5 billion before falling back to a little more than \$36 billion by mid-September.

According to recent government statistics.

Despite the perception of increased risk, lending rates on the loans charged to prime corporate and "high net-worth individual" clients actually declined this year because of competition.

Similarly, spreads between the loan rates sharply narrowed, as more Saudis increasingly overcame their initial resistance to accepting interest on their deposits, which in turn steadily drove up the cost of funds.

And while a fall in interest rates last year did decrease "service charges" — the emphasis on interest payments on deposits — it only masked the underlying trend, which is the steady increase in the cost of funds," one treasurer said.

The banks this year have upgraded treasury operations with more dealers, automated back-office support and Reuter machines in an effort to generate additional for-

ign-exchange income. Syndication departments have also been consolidated and upgraded. New cash management and related advisory services are perhaps the newest and most welcome services to be offered by the banks this year.

In view of Riyadh's emerging importance, it is not surprising that many of these new services or products were first introduced in the Riyadh market. For example, when Saudi American began to market its "SameLink" in which a computer terminal is brought directly into the clients office allowing instant access to his accounts, the bank began with its list of wealthy clients in Riyadh.

Banks with a major presence in the capital also have an edge in getting the new contracts for which government ministries are a major source.

Now that all banks are at least partly Saudi-owned, everyone has been able to get access to the still

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## Construction: Billions in Any Currency

By Phillip Hastings

LONDON — To the casual visitor, Riyadh appears to be a city wholeheartedly under construction. Virtually every road has been dug up to lay pipes for a sewer system, one of several major schemes to improve the city's infrastructure and services.

Among the major construction projects is development of a large diplomatic quarter to house foreign embassies and their staffs. The 10-square-kilometer (3.7-square-mile) site is about eight kilometers from the city center.

The project is run by a special Saudi government agency established in the mid-1970s to pave the way for the transfer of the kingdom's diplomatic community from the present center at Jeddah to Riyadh.

Contracts worth about \$300 million have been awarded in connection with the project and the three main contractors are Ibrahim Al Rashid Al Hamid of Saudi Arabia, Kok Dong of South Korea and Mitsubishi Corp. of Japan.

The overall project was drafted by West German consultants including Heinle Wiescher & Partner, Rhein-Kuhr Ingenieur Gesellschaft and Specram Regional & Stadtplaner.

Embassy buildings and housing will accommodate 125 embassies and about 25,000 to 30,000 residents by the year 2000.

At King Saudi University, the third most prestigious project in the Riyadh area after the diplomatic quarter and the new airport, plans include building the world's most sophisticated planetarium outside the United States.

It will be housed in a 15-meter

(49-foot) tall domed building, which will feature a space theater equipped with special projectors. Reports in October suggested that tenders for construction of the planetarium are likely to be floated shortly.

Also being planned or under way in the Riyadh area are a number of projects relating to medical facilities, particularly those for military personnel and their dependents.

The National Guard, for example, was due in October to have

invited tenders for the construction of a liver hospital and research unit as well as a development that will offer housing and public buildings such as schools, shops, clinics and a mosque.

Exhibition of the Interior Ministry hospital in Riyadh, for members of the security forces, began earlier this year. It is being undertaken by the Berlin Nefertari group of Holland and Gustav Epple of West Germany.

The Saudi Defense and Aviation

Ministry recently put out for tendering a project for a new city at Al Khari, just south of Riyadh. Work is likely to include up to 800 housing units, shopping, recreation and health centers, schools, fire stations and up to a dozen mosques, as well as roads, sewerage, water and power.

A tighter economic climate in Saudi Arabia has resulted in a number of projects being put out for tendering. This pattern appears likely to be continued.

The Equestrian Club itself,

whose roster of 350 members reads

like a Who's Who of Saudi Arabia,

oversees much more than the

Riyadh track; it also moves to the

summer capital with the government

every year for the July-August

races in Taif.

More importantly, it organizes

the Royal Camel Races. These are held annually in the spring at Jana

day, beyond Riyadh's northeast

suburbs. They usually are at

tended by the United Arab

Emirates' president, Sheikh Zayed bin Sultan al-Nahayan, in addition to other Gulf notables and everyone who is anyone in Saudi Arabia.

Between two and three thousand racing camels take part in the 19-kilometer (11.75-mile) laps. Sudanese and Egyptian camels race in the morning; Saudi camels in the afternoon. Although the animals' owners are generally wealthy camel aficionados, often princes the riders to victory are almost always diminutive bedouin boys, and the prizes for the first 210 to show are obviously selected with the latter's desert lifestyle in mind.

Last year's winning camel jockey

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*'The earth was made so vast  
that you may travel its open spaces.'*

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مكتبة الأصل





## Good Progress Is Cited on Brazil Loan Pledges

By Stuart Auerbach

**NEW YORK** — Commitments to a \$5.5-billion loan to Brazil have been coming in rapidly, according to banks spearheading the operation. The loan is part of a package designed to meet the program's targets.

The board's endorsement would clear the way for Brazil to receive several billion dollars in loans agreed upon earlier in the year but suspended in May when the country's economic performance failed to meet IMF targets. A \$4.9-billion IMF loan and a \$4.4-billion bank loan are frozen. Brazil's foreign debt is estimated at more than \$90 billion.

Banking sources said commitments from banks had quickened since Brazil's congress approved a measure Wednesday setting limits on wage increases. It had rejected a tougher wage measure last month.

Bankers in New York said that, although the IMF has not said publicly that the new law meets its requirements, they assume that the fund will be satisfied.

Mr. Rhodes, a Citibank senior vice president, said the commitment totals more than \$3 billion and that "the releases are coming in fast and furious." The deadline for commitments was Thursday, and the committee is to report on the loan's progress by early next week to Jacques de Larosière, managing director of the International Monetary Fund.

Although many banks in North America and Europe will be closed Friday for a holiday, some bankers expected that telegrams would continue to come in Friday and probably into the weekend. A Citibank spokesman insisted, however, that the deadline was Thursday.

If Mr. de Larosière is satisfied that banks have made sufficient commitments to the loan, he is ex-

## New Chairman Appointed by Lloyd's Council

*International Herald Tribune*  
LONDON — Lloyd's of London, in the midst of instituting major reforms, named a new chairman Thursday.

The ruling council at the 300-year-old insurance market appointed Peter Miller to a one-year term, effective Jan. 1. Mr. Miller, 53, chairman of the insurance brokerage of Thos. R. Miller & Son, will succeed Sir Peter Green, 59, who is retiring from the council.

The council also elected Frank Barber, 60, a partner in the underwriting agency of Morgan, Fentiman & Barber, as senior deputy chairman, and Murray Lawrence, 48, a director of C.T. Bowring & Co., as junior chairman.

Mr. Miller will take office as Lloyd's institutes new rules aimed at increasing disclosure and reducing conflicts of interest. The market also must deal with investigations into several highly publicized scandals involving alleged misuse of funds by underwriters at Lloyd's.

"Lloyd's has gone through a period of intense reform," Mr. Miller said at a press conference. "We're coming out the other side."

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## U.S. Steel Chief Urges 5-Year Quotas; Complaint Filed Against Latin Nations

By Stuart Auerbach

*Washington Post Service*

WASHINGTON — The head of U.S. Steel, launching an attack on growing imports of steel, called Thursday for five years of quotas and an end to multilateral loans for construction of Third World countries.

Mr. Roderick also said at a National Press Club luncheon that his company filed trade complaints Thursday against Argentina, Brazil and Mexico accusing them of sending unfairly subsidized steel to the United States.

He said suits were planned for

early next year against South Korea, Romania, Spain and South Africa.

Mr. Roderick accused Argentina of subsidizing steel by 55 percent while closing its markets to steel products from other countries. He

hoped to convince Democratic presidential candidates that quotas were needed.

Mr. Roderick attacked what he called the "dangerous levels" of imports, which now amount to one-fifth of the U.S. market. Since the United States and the European Community agreed to an import quota a year ago, Japan has also agreed to limit its exports, the gap has been filled by the Third World nations that Mr. Roderick took aim at Thursday.

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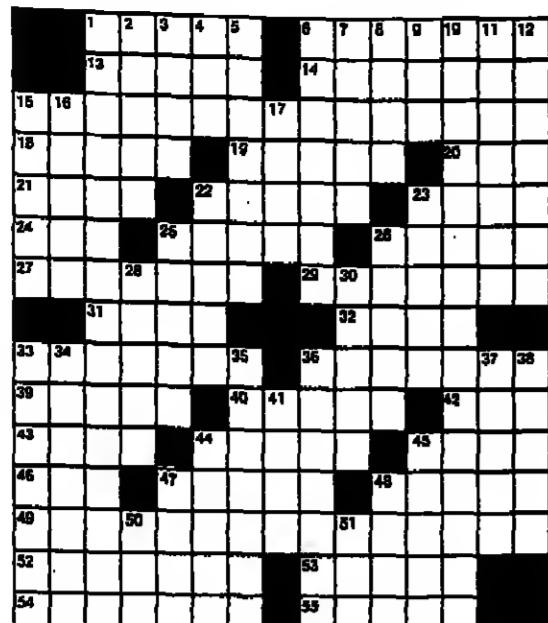
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## ACROSS

1 Wane 42 Zedong  
6 Does a 43 Livy's "you  
smithy's job 44 Treasures  
13 Wicked city 45 Rescues  
14 Tomorrow's 46istic Neptune  
full-fledged 47 Hinder  
physician 48 Return  
15 Grey's 49 Sight in  
"Riders—" 50 Southern pine  
18 Twists about 51 barrens  
19 Forme 52 Pittsburgh  
20 Third word of 53 Put platforms  
P.O. motto 54 Landed  
21 Verdi opera 55 Properties  
22 Semi- 56 Borg or  
parameters 57 Wilander  
23 Monster 58 Giraffe  
24 Owner 59 Features  
25 "One! 60 Lean raw-  
bon'd 61 rascals!"  
Shak.  
26 Lees 62 Holmes  
27 Fatty 63 adventure  
29 Metric weights 64 Black tea  
31 Tidings 65 Summer  
32 Locality 66 drinks  
33 Poisonous 67 Apex  
element 68 Try to vie with  
36 Stated 69 Swell, in Soho  
positively 70 Zhou—  
39 Giraffe 71 Meadow  
40 Speeds 72 Opposite of  
9 Dads and lads  
10 Sweet bread  
topping  
11 Devour  
greedily  
12 Cassandra or  
Leek  
15 Japanese  
seaport  
16 Hit a pop-up  
17 Mortar  
22 Notes Italian  
geologist  
23 Abalone  
25 Villages'  
cousins  
26 Challenges  
28 Furtive looks  
30 Walks tiddly  
33 Dissect,  
British style  
34 Goes back into  
session  
35 Volcanic  
orifices  
36 Hayes or  
Harding  
37 Roof edges  
38 Active ones  
41 —deucy  
44 Kingbird's kin  
45 Begot  
47 Blockhead  
48 Amorous stare  
51 —Jones  
averages

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## DENNIS THE MENACE



"I BET YOU KEEP READIN' THOSE WORDS OVER AND OVER WHILE I KEEP TALKIN' AND YOU TRY TO MAKE BELIEVE I'M NOT HERE."

## JUMBLE

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

RICHA  
TUFON  
CLINPE  
LATBEL



Now arrange the circled letters to make the surprise answer, as suggested by the above cartoon.

Answer here:

(Answers tomorrow)

Yesterday's Jumble: FAVOR DEITY MARMALADE

Answer: What the Greek god did when one of the goddesses brought him his drink — "HECTAR."

## WEATHER

EUROPE		HIGH	LOW	HIGH	LOW	HIGH	LOW
Afghanistan	C	17	14	14	12	14	12
Athens	C	17	14	14	12	14	12
Amsterdam	C	17	14	14	12	14	12
Antwerp	C	17	14	14	12	14	12
Barcelona	C	17	14	14	12	14	12
Berlin	C	17	14	14	12	14	12
Brest	C	17	14	14	12	14	12
Buenos Aires	C	17	14	14	12	14	12
Budapest	C	17	14	14	12	14	12
Copenhagen	C	17	14	14	12	14	12
Cordoba Del Sol	C	17	14	14	12	14	12
Dallas	C	17	14	14	12	14	12
Dublin	C	17	14	14	12	14	12
Edinburgh	C	17	14	14	12	14	12
Freiburg	C	17	14	14	12	14	12
Gaevs	C	17	14	14	12	14	12
Helsinki	C	17	14	14	12	14	12
London	C	17	14	14	12	14	12
Madrid	C	17	14	14	12	14	12
Moscow	C	17	14	14	12	14	12
Munich	C	17	14	14	12	14	12
Nice	C	17	14	14	12	14	12
Paris	C	17	14	14	12	14	12
Prague	C	17	14	14	12	14	12
Rome	C	17	14	14	12	14	12
Rostov	C	17	14	14	12	14	12
Stockholm	C	17	14	14	12	14	12
Venice	C	17	14	14	12	14	12
Vienna	C	17	14	14	12	14	12
Wiesbaden	C	17	14	14	12	14	12
Zurich	C	17	14	14	12	14	12
MIDDLE EAST							
Amman	C	17	14	14	12	14	12
Bahrain	C	17	14	14	12	14	12
Damascus	C	17	14	14	12	14	12
Jerusalem	C	17	14	14	12	14	12
Tel Aviv	C	17	14	14	12	14	12
OCEANIA							
Auckland	C	17	14	14	12	14	12
Sydney	C	17	14	14	12	14	12

clouds: foogy; dr-fog; hazy; overcast; scatty clouds; rain: sh-  
showers; sun-shine; scat-rain.

FRIDAY'S FORECAST: CHANNEL 7: SMITH, FRANKFURT: Cloudy and  
overcast, 53°-63°. LONDON: Overcast, Temp. 54°-61°. MADRID:  
Partly cloudy, Temp. 54°-61°. NEW YORK: Rainy, Temp. 54°-61°. PARIS:  
Cloudy, Temp. 54°-61°. ROME: Partly cloudy, Temp. 54°-61°. TOKYO:  
Cloudy, Temp. 54°-61°. AVIEN: Temp. 54°-61°. ZURICH: Partly cloudy, Temp.  
54°-61°. TAIPEI: Temp. 54°-61°. BANGKOK: Thunderstorms, Temp. 54°-61°.  
Kuala Lumpur: Partly cloudy, Temp. 54°-61°. SINGAPORE: Thunderstorms, Temp. 54°-61°.  
MELBOURNE: Partly cloudy, Temp. 54°-61°. TOKYO: Rain, Temp. 54°-61°. TOKYO: Rain, Temp. 54°-61°.

## PEANUTS

EVER VETERANS DAY, I  
GO OVER TO BILL  
MAULDIN'S HOUSE TO  
QUAFF A FEW ROOT BEERS

TELL BILL I ALWAYS LIKED  
THE CARTOON WHERE THE  
CAPTAIN SAYS "BEAUTIFUL  
VIEW! IS THERE ONE FOR  
THE ENLISTED MEN?"

I'LL TELL HIM

I HAVE TO HURRY...  
HE'S PROBABLY ABOUT  
SIX ROOT BEERS  
AHEAD OF ME...

## BLONDIE

BOSS, MAY  
I BORROW  
\$20?

BUMSTEAD, I NEVER  
ASKED MY BOSS  
FOR A LOAN

IF I NEEDED A LOAN  
I'D ALWAYS ASK  
MY FATHER

OKAY, WHAT'S  
HIS NUMBER?

## BEETLE BAILEY

YOU HAVEN'T TAKEN  
ANY LAUNDRY IN FOR  
A LONG TIME, BEETLE

I KNOW!  
I KNOW!

I WISH EVERYONE  
WOULDN'T MAKE SUCH  
A POINT OF IT

## BOOKS

PARALLEL LIVES:  
Five Victorian Marriages

By Phyllis Rose. 318 pp. \$16.95.  
Knopf, 201 East 50th St., New York, N.Y.  
10022.

Reviewed by Anatole Broyard

**MARRIAGE**, according to Phyllis Rose, is a narrative construct or scenario. "Happy marriages," she says, "seem to be those in which the two partners agree on the scenario they are enacting," even, as is often the case, when they experience it differently. In unhappy marriages, she sees "two versions of reality rather than two people in conflict." For her, the conventions of marriage are a form of literature, often bad literature. As she puts it in this brilliant and original book, "easy stories drive out hard ones." Most couples would sooner live in the style of the best-seller than the novel of sensibility.

Marriage, Rose argues in "Parallel Lives," resembles an aesthetics of power. Love may be the "monetary or prolonged refusal to think of another person in terms of power." As she sees it, marriage go bad not because love fades — for love can modulate into affection or something equally satisfying — but because the partners' love is no longer strong enough, or young enough, to inhibit the struggle for power.

Rose is the author of "Woman of Letters," a well-received study of Virginia Woolf. She begins "Parallel Lives" by suggesting, with just the right ironical inflection, that people enter into marriage "because of its narrative appeal, the clear-cut beginnings and endings it offers, the richly complicated middle." Even a less happy marriage may be preferable to the ambiguity or possible alone of a single life. Rose elected to write about the marriages of Jane Welsh and Thomas Carlyle, Effie Gray and John Ruskin, Harriet Taylor and John Stuart Mill, Catherine Hogarth and Charles Dickens, George Eliot (Marian Evans) and George Henry Lewes because they offer interesting variations on the theme of conjugal power and because they are so fully documented. While she concedes that marriage has changed in this century, Rose believes that the lessons of these five famous couples still apply to us.

Jane Welsh was handsome, clever and rich — too much of a catch to resign herself to marrying Thomas Carlyle, who was just beginning to make his name. However, she allowed Carlyle to educate her, to shape her mind, and he shaped it around himself. With no other husband could she live on such a high intellectual level. The fact that Carlyle was *either* incapable of or indifferent to sexual consummation seemed less important to her than his other capacities. It might be said that Jane eroticized the life of the mind.

On his wedding night, John Ruskin, the most famous art critic of his age, was shocked to find his young wife's body different from what he had imagined. It was, he said, "not

formed in exotic passion" — or at least not his passion. Judging by what Effie's doctor later said, there was nothing unusual about her body, and perhaps this was the source of Ruskin's dismay. It was a human body, not a work of art, and a body, by definition, cannot be sublime. To demand that it should be was unseemly even in a Victorian husband.

Bored by his sexual attentions, Harriet Taylor agreed to stay married to him only if she could have John Stuart Mill as well. From the evidence, this triangle appeared to have been a chase, and when Taylor died, which allowed Harriet and Mill to marry, they may have continued in that way, like the Carlys. The difference is that Mill, one of the greatest political thinkers of his time, allowed his wife to dominate his thinking, while Carlyle confined Jane to a domestic role.

After Catherine Dickens had borne him 10 children, the 46-year-old Charles Dickens, the bard of domesticity, published a letter in the newspapers that began with "Mrs. Dickens and I have lived unhappily together for many years." Bricking up the door between their bedrooms and covering it with book shelves, Dickens finally maneuvered his wife into leaving him. Though he was in love with a young actress named Ellen Ternan, for a long time he saw her only in secret, since, as Rose puts it, he was married to his public, a "was feminine abstraction."

Rose regards George Eliot, or Marian Evans, and George Henry Lewes as her favorite couple. Unhappy with his flagrantly unfaithful wife, Lewes fell in love with Evans, in spite of her so-called ugliness. Though they could not marry, they lived happily as man and wife for 24 years. Perhaps they were helped, Rose shrewdly suggests, by being "spared the burden of respectability." "Treated as sinful love," she writes, "they remained loves."

Only two of these five couples broke up: the Russells and the Dickenses. With sympathy and insight, Rose shows us how the other three survived. Each was a different and intriguing example of the much more complex plot or scenario that she thinks marriage needs. In a sense, Marian Evans and George Henry Lewes were the least original: they just enjoyed one another.

At the end of her remarkable book, Rose feels a bewildered respect for the durability of the pair, in all its variations. Shifting in her summation from the Victorians to the present, she sees equality as the most promising condition for happy contemporary marriage. But since even D.H. Lawrence, equality's apostle, could never arrive at a satisfactory image of husbands and wives will just have to go on "sparing" with each other. Yes, that's what Rose says: "sparing." It's a more subtle prescription than it may seem at first glance. Better than fighting, it has an active, probing, perhaps even an erotic connotation. With a little talent and effort, sparing might take on some of the grace of choreography.

Anatole Broyard is on the staff of The New York Times.

## BRIDGE

By Alan Truscott

SUPPOSE that you bid a slam that obviously depends on a finesse. Playing rubber bridge you would certainly hope that the finesse would win. In duplicate play you might, in special circumstances, hope that the finesse would lose. Consider, for example, the dia-

gramed deal. South took a shot at six diamonds when his partner opened one no-trump. He could, of course, have adopted a slower approach, to determine whether there were two probable quick losers, but he did not wish to give the opponents the information that would help them find the most effective opening lead. As it happened, there was no lead that could hurt him.

West led the heart ten, and South saw that he had 12 tricks if East held the club king. But if that were the position, the other six diamond declarers would do just as well.

However, South saw that he could probably make his slam if West held the club king, and hoped for that. The other declarers might not have the playing expertise to find the road to 12 tricks. South won the heart lead in dummy and threw a spade loser on the remaining heart winner. He then ruffed a heart, led

to the spade ace and ruffed a spade. He then led to the diamond queen, ruffed the last spade and returned to the diamond king.

The position was now this:

**NORTH**

♦ 78  
♦ 4373

**WEST**

♦ 98  
♦ 4382

**EAST**

## SPORTS

## Skill as Mediator Sets O'Brien Apart From Other Czars of U.S. Pro Sports

Washington Post Service

ing down hard enough on the players involved.

But earlier this year, O'Brien and Bob Lanier, president of the NBA Players Association, announced an agreement on a policy under which a player found guilty of drug use or possession can be suspended for life.

Perhaps the most noticeable change during O'Brien's tenure was the adoption, in 1979, of the three-point field goal. It has been one of the unique pro basketball rules which had seemingly died with the NBA-ABA merger.

But the most important change in the league under O'Brien occurred in the relationship between the players and owners, a revolution almost in professional sports.

In 1976, the NBA and the Players Association settled the Oscar Robertson antitrust case, involving the suit filed by the players association. The settlement created free agency for the players and paved the way for the dissolution of the American Basketball Association, whose four strongest franchises — the Nets, Denver, San Antonio and Indiana — then joined the established league. Dallas was added later as an expansion franchise, for the current total of 28 clubs.

Baseball and pro football also have been the focus of stories and investigations centering on players' use and possession of cocaine and other drugs. Those leagues had been accused by some of not crack-

ing down hard enough on the players involved.

But earlier this year, O'Brien and

Bob Lanier, president of the NBA

Players Association, announced an

agreement on a policy under which

a player found guilty of drug use or

possession can be suspended for

life.

Among the key elements of the

contract was an agreement by the

players to a cap on the amount each

team can spend on salaries and

benefits. In return, the players are

guaranteed 53 percent of the de-

fined gross revenues of the league.

On Wednesday, O'Brien, at his

news conference to announce his

retirement plans, described the set-

tlement of the Robertson case as

the high point of his tenure.

[Perhaps the most telling tribute

after O'Brien announced he was

stepping down came from Larry

Fleisher, the general counsel of the

National Basketball Association.

The Associated Press reported.

"He was very, very effective in

marshalling his side to make com-

mon-sense deals that would help

the sport," Fleisher said. "The way

to measure the man's contribu-

tions is to look at where the league

was when he came in and where it is

today. There is no question it is

stronger and in better position to

grow in the 1980s."

A number of team owners have

voiced displeasure with O'Brien

and some would have preferred an-

other commissioner. But among the

owners Wednesday, there was

little other than praise for the de-

parting commissioner.

O'Brien, 66, was vague as to his

reasons for giving up the position

he has held for eight and a half

years. "It's just time to do some-

thing else," he said.

O'Brien would not talk about his

plans, but people close to him said

he most likely will return to politi-

cians. O'Brien is a former national

chairman of the Democratic Party

and served as John F. Kennedy's

campaign director in 1960.

O'Brien said he would continue

to work vigorously for the remain-

der of his term, with his prime con-

cern the settlement of the league's

lockout of its referees. A meeting

between the two sides Thursday

broke off after two hours, and

O'Brien said he has called for an

owners meeting next week to dis-

cuss the issue.

## NHL Standings

WALSH CONFERENCE		Patrick Division		Colony		4		7		15		54		59		59	
W	L	T	Pts	GP	GA	W	L	T	Pts	GP	GA	W	L	T	Pts	GP	GA
NY Rangers	11	4	2	24	71	54	10	5	3	22	63	57	10	5	3	21	62
Philadelphia	10	5	3	21	68	57	9	6	2	20	62	57	9	6	2	19	58
NY Islanders	10	6	2	20	68	57	9	7	1	19	62	57	9	7	1	19	62
Pittsburgh	10	7	1	19	68	57	9	8	1	18	62	57	9	8	1	18	62
New Jersey	2	14	0	4	42	41	2	14	0	4	42	41	2	14	0	4	42
Admiral Division		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),		Montreal 3, Chicago 0 (NHL 212), Colorado 41 (1),	
Boston	9	7	2	20	76	67	9	7	2	20	76	67	9	7	2	20	76
Quebec	7	6	3	17	74	67	7	6	3	17	74	67	7	6	3	17	74
Buffalo	7	7	1	15	73	67	7	7	1	15	73	67	7	7	1	15	73
Hartford	7	8	1	14	74	67	7	8	1	14	74	67	7	8	1	14	74
Montreal	7	8	1	14	74	67	7	8	1	14	74	67	7	8	1	14	74
CAMPBELL CONFERENCE		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),		Montreal 3, Boston 0 (NHL 212), Colorado 41 (1),	
Chicago	8	5	3	16	64	57	8	5	3	16	64	57	8	5	3	16	64
Toronto	7	7	2	14	63	57	7	7	2	14	63	57	7	7	2	14	63
St. Louis	7	7	1	13	58	57	7	7	1	13	58	57	7	7	1	13	58
Detroit	4	6	1	14	54	57	4	6	1	14	54	57	4	6	1	14	54
Minnesota	7	8	1	13	54	57	7	8	1	13	54	57	7	8	1	13	54
Squires Division		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),		Edmonton 7, Minnesota 4 (NHL 212), Colorado 41 (1),	
14	2	1	29	102	71	14	2	1	29	102	71	14	2	1	29	102	71

The Associated Press

Warren Moon

... I don't want to come into the NFL just because it's the NFL.

## Rival Tennis Groups Settle Bitter Dispute, Plan United Tour

The Associated Press

Hunt's World Championship Tennis.

WCT had filed a suit against the Council for restraint of trade following disagreements about the circuit in 1982 and 1983. Lawyers had been arguing all this year, but the case never reached the courtroom.

The Men's International Professional Tennis Council announced after a four-day meeting that it had reached a settlement with Lamar

Hunt's World Championship Tennis.

In addition, WCT will run four super series tournaments — two in 1985 and two in 1986.

All of those WCT events will be part of the Grand Prix, which is run by the MPTC.

"I am pleased to have WCT back in the Grand Prix and to have a final dismissal of litigation," Hapner said. "This unification will further strengthen the Grand Prix."

■ Connors Advances

Jimmy Connors, the No. 2 seed behind John McEnroe, avenged fellow American Hank Pfister on Thursday, 6-4, 6-1, to

advance to the quarterfinals of a Grand Prix tournament at Wembley, near London, United Press International reported.

In the major upset of the day, Henrik Sundstrom of Sweden defeated American Bill Scanlon, the No. 4 seed, 4-6, 7-6 (7-5), 6-0.

McEnroe, the defending champion who is playing in his first tournament after a three-week suspension, faced an easy path through to

the semifinals following the defeats Wednesday of two seeds in his half of the draw, McEnroe won his opening match against John Lloyd,

## OBSERVER

## The UN Can't Take It

By Russell Baker

**N**EW YORK — The United Nations ought to get out of New York for its own good. New York is a hard place to live. It can corrode the purest soul, sour the sweetest spirit, drive the sanest mind to madness and make the most civil gentleman behave like an untrained outh.

New York is not for the pure of soul, the sweet of spirit, the model of sanity or the paragon of civility. It is the city that gave part of its name to the Bronx cheer and cherishes its Brooklyn Bridge as a symbol of the art of bilking the innocent.

The real New Yorker boasts, as the Londoner boasted during the blitz, of his ability to put up with anything, absolutely anything. "New York can take it," though not the town's official slogan, expresses its spirit more nearly than the Chamber of Commerce's favorite, "I love New York."

Let the truth be said about the United Nations: The United Nations cannot take it.

I speak sympathetically, as a serious old family doctor might speak to a troubled patient. Certain hotheads, disgusted by what they regard as a gleeful anti-Americanism at the UN, have suggested it go to Moscow. Nonsense. This would be even more harmful than sitting around New York. Can an ailing patient prosper from being buried up to the eyeballs in snow?

Now I do like, with President Reagan's agent who urges it to go abroad and promises to be at the pier happily waving farewell.

This fellow's qualifications for advising troubled UN's can be gauged by the fact that he doesn't even know the only place you can travel from New York's piers these days is around Manhattan on the Circle Line and to the Caribbean on a cruise that delivers you back to New York.

These cockeyed prescriptions reflect American disgust with the UN. The undisguised pleasure with which UN majority regularly seize the chance to vote against United States policies is widely thought to spring from irrational anti-American passion.

The case seems simpler to me. It is not anti-Americanism that makes the UN so happy to do its

New York Times Service

By David Galloway  
*International Herald Tribune*

**L**ONDON — Among Saharan Arabs there is a saying that Allah removed all superfluous life from the desert "so that He might have a garden where He could walk in peace." Legions of addicted travelers have followed in his footsteps — some seeking mystical enlightenment, others lured by dreams of wealth and glory.

It was, above all, the French and the English who charted the world's largest desert, providing heroes and martyrs and an entire sub-genre of travel literature. Saharan lore is rich in accounts of daredevil escapades — like that of René Caillié, a baker's son from La Rochelle, who reached Timbuktu in 1828. Claiming to be an Egyptian kidnapped as an infant and sold into slavery in France, Caillié then joined a caravan and became the first European to cross "the ocean of sand."

With the publication of Quentin Crewe's "In Search of the Sahara" (Michael Joseph, £12.50), another name is added to the roster. Crewe and his companions spent two years and logged 25,000 miles in a journey that began in Timis, crossed Algeria, Niger and Mali to Mauritania, then struck east for Khartoum. There were conventional stretches with camels and tourist buses in sight, but more often the party inched along tracks half obscured by drifting sand, frequently short of fuel.

Even when the desert showed a friendly face, customs officials and immigration authorities often scowled, guides and Land Rovers went on strike, the gourmet passions were unabated. In addition to becoming a partner in the fashionable Brasserie St. Quentin in Knightsbridge, he produced "The Great Chefs of France," and for the gastronomic adventurer compiled an "International Pocket Food Guide," decoding menus from Sweden to Peru.

"I began life as a failure," Crewe insists. Actually, he was picking up the pieces left by a capriciously extravagant grandfather. "The Crewe had vast properties in Cheshire since 1770, but my grandfather thought it ungentlemanly to be concerned with money management." When he and his brother inherited what remained, the journalist-gourmet himself became a farmer — "behaving," he cheerfully confesses, "just like a country squire." Among them is Auriel Picard, a gendarme's daughter who served in the household of the French director general of the postal system. When the government retreated before the Germans in 1870, she accompanied her employers to Bordeaux. There she was seen crossing the lobby of the Grand Hotel with her arms full of doves — the postmaster's sole means of communication. That vision won the heart of an exiled Moslem chieftain, and Auriel became his bride.

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